

Australian **\$2.20**

MODEL RAILWAY

Magazine

OCTOBER, 1985.

ISSUE 134. Vol.12. No.5

IN THIS ISSUE:
IN COLOUR

MELTON BRIDGE

MODELLING W44
The Concentrate Train

W.A.G.R. 'WF' Flat Wagon

Continuing
THE VULCAN VALE RAILWAY

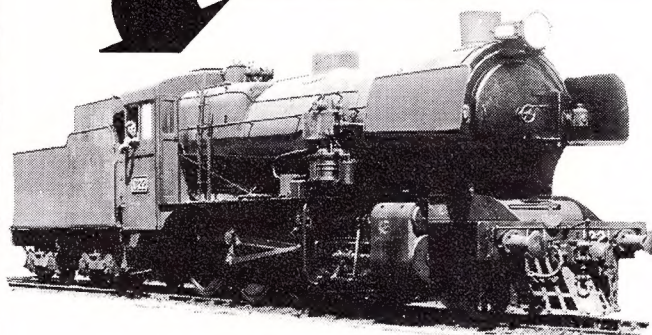
More on
V.R. U VANS

SILVERTON DIESELS

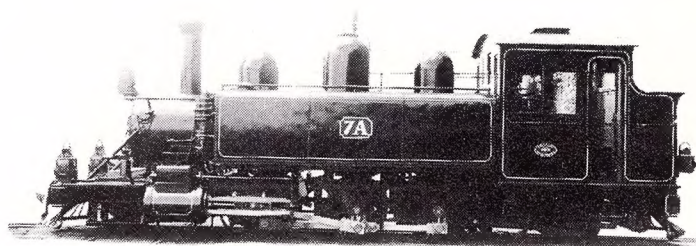


ALCO MODELS

This could be our last V.R. steam loco for some time



V.R. "C" CLASS — Very limited quantity



NA "PUFFING BILLY" HOn2½ and HOn3
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Now watch for our Diesel roster!

In Memoriam

TELEGRAPH SECTION
22 JUL 1985
FERNTREE GULLY, VIC. 3156

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TELEGRAM TELECOM AUSTRALIA

+
FG 129 = SMF 160 = NOXA 82 = OSEA
KAA839 SEOUL 23/22 20 1611 VIA SYD

ALCO MODELS
37 WOODMASON BORONIA VICTORIA
AUSTRALIA

WITH DEEP REGRET WITH BEREAVEMENT MR. KEN PLEASE ACCEPT OUR UNITED
HEARTFELT SYMPATHY
CHO NAMDAL (AJIN)

COL 37

On July 19, Ken Ham peacefully passed away, leaving two sons to be proud of. He was the sort of man who never complained of pain and his lifestyle was an inspiration to us all. Over the years Ken had done much to promote model railways in Victoria and was a well known personality at exhibitions, I know he will be sadly missed by that fraternity. He was also the right arm of Alco and apart from his cheerful cheekiness, his capabilities and support will be irreplaceable.

We say farewell to a good friend.

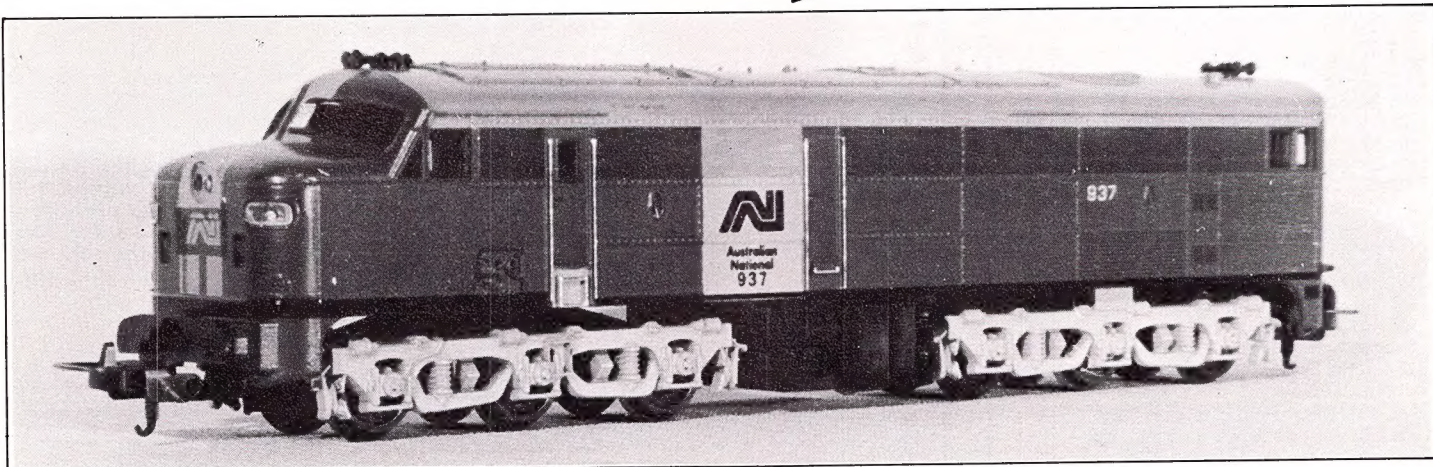
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AUSTRALIAN LOCOMOTIVE COMPANY
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LIMA

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937 Diesel Electric

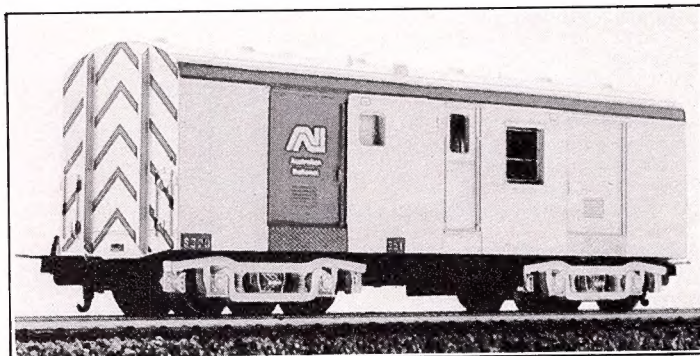
20 8049

Now available! Fresh from the Lima production line come three very colourful models.

937 DIESEL ELECTRIC painted and lettered to a high standard in the new Australian National green and gold.

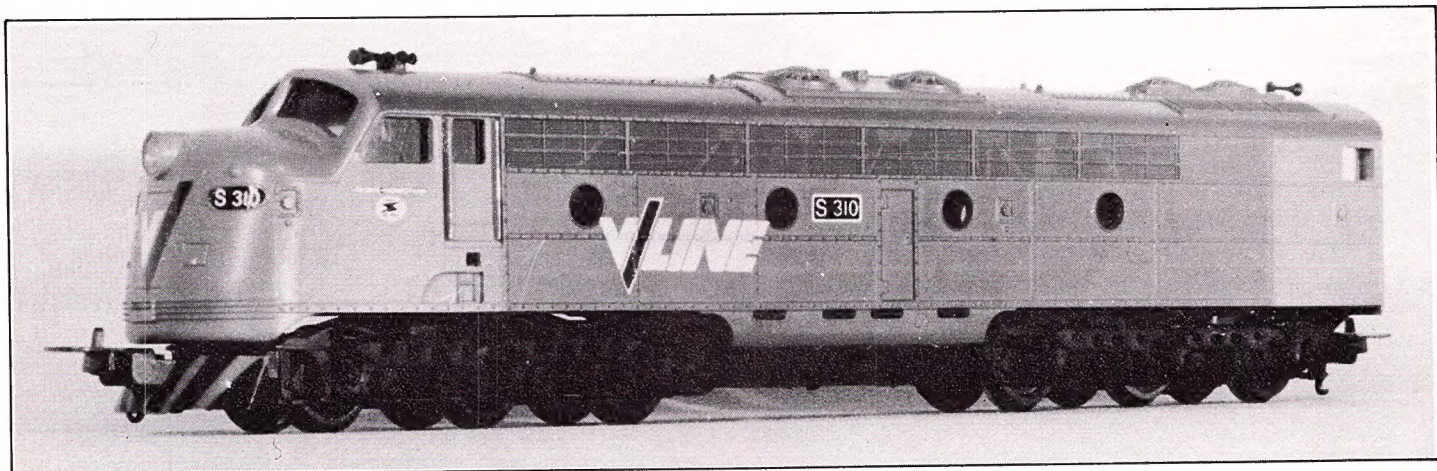
8300 BRAKE VAN detailed with the full yellow livery with green and gold diagonal stripes on the end. (a superb model)

S CLASS DIESEL ELECTRIC finely decaled and detailed in the stunning new V/Line grey and orange colours.



Brake Van

30 9342



'S' Class Diesel Electric

20 8043

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VR 'F' CLASS DIESEL

The VR 'F' Class has now arrived from New Zealand. The price remains unchanged at \$295.00. The 'F' is powered by a 16mm dia., 33mm long Sagami motor with flywheel. The cab and chassis are of etched, stamped and punched brass while the hood is composed of highly detailed, whitemetal castings. There are many 'lost wax' brass castings attached. The wheels and gears are from North Yard. The 'three point suspension' equalisation copes well with uneven trackwork and power pick-up problems usually encountered with models of this type. Provision is made for fitting Kadee No.8 couplers. The model is available in three paint schemes — the original black (with buffers), 'carriage' red and the familiar blue.

BRASS BOGIES

Our range of brass bogies continues to expand and is listed below with some suggested applications. All Model Company bogies are brass castings and are assembled and painted with a black etch primer. Mounting screws and springs are included. All bogie types are \$16.50 a pair. More bogie types are in preparation.

BOGIE TYPE	KIT PRODUCER	KIT NUMBER	CODINGS
ZLP VAN	BGB	BK43	VP/VLPY
	*	**	ZLP/VVEP Van
	*	**	CP/VVCP Van
	*	**	BP/VBPY/D/DH Pass. Vans
	*	**	PH Power Van
C VAN	BGM	T Van	TP (T Van Variation)
	*	**	C CA/VVAP Vans
ZF	BGB	BK10 BK11	VF/VLBY
	BGB	BK13	BLF/VBBY
	BGB	BK18	ZF/VVDY
	BGB	BK21	BMF/VBAY
AK/BKL	BGB	BK48	SAR 500/VR AK Pass.
	*	**	SAR 600/VR BKL Pass.
BK	Kit not yet available.		SAR 700/VR BK Pass.

See page 50 of the August AMRM for a review of the AK/BKL bogies and the 'F' Class diesel.

All MODEL COMPANY products are available from the following shops:-
The Buffer Stop (McBees) Trainworld The Engine Shed Branchline
Hobbycraft Hobbyline Box Car Hobbies Morwell Electronics Casula
Mansfield Hobbies Bridglands (Dealer enquiries always welcome)
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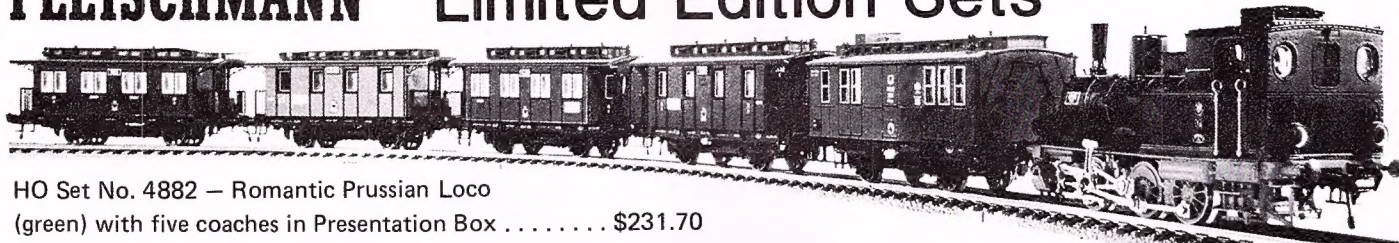
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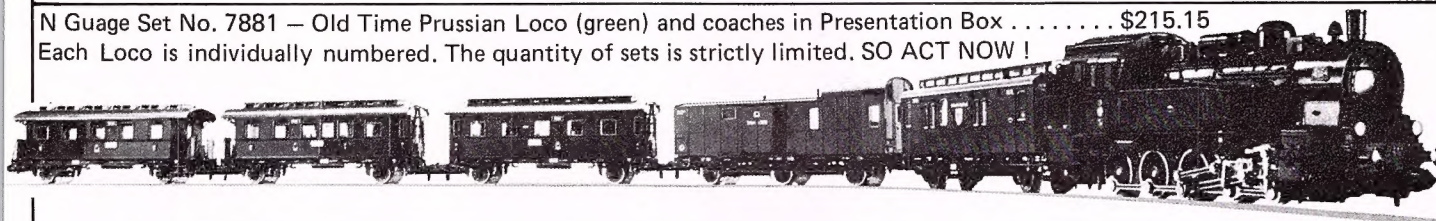
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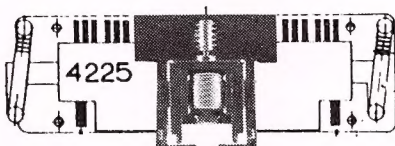
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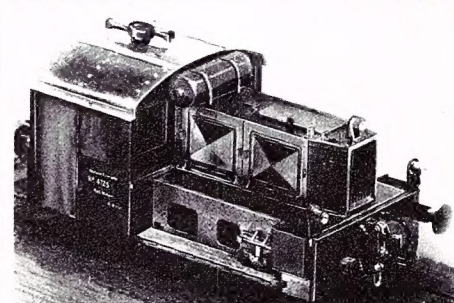


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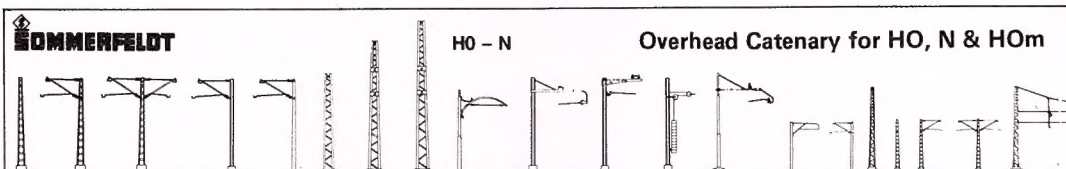
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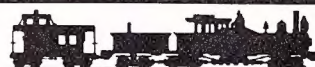
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HO/OO

B-27



A-5



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A-2	Side Platform Building 146mm x 57mm x 57mm	4.25
A-3	Island Platform 610mm x 63mm	4.25
A-4	Island Platform Building 356mm x 25mm x 44mm	4.25
A-5	Two Track Engine Shed 292mm x 114mm x 114mm	7.25
A-6	Signal Box 102x60x114mm & Coal Office 50x35x60mm	4.25
A-7	Brick Goods Shed 92x127x96mm (Outside Platform 128x38x16, Office 34x34mm, Ramp 48x27x16mm)	4.25
A-8	Water Tower 98x66x120mm with Weighbridge Shed 71x40x50mm	4.25
A-10	Large Terminal Building with side buildings, platforms etc. 195 x 160 x 180mm	8.75
B-21	Swan Inn 152 x 89 x 114mm	4.25
B-22	Two Country Shops 60x70x127mm & 57x44x120mm	4.25
B-23	Barclay's Bank 139 x 70 x 120mm	4.25
B-24	Farmhouse 159 x 57 x 102mm	4.25
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B-30



A-7



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- D-11 Red Stone Wall (Coursers)
- D-12 Grey Rubble Walling
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A-10



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- ** 810 3 Men, 3 Ladies walking carrying bags
- * 812 Men walking carrying bags
- * 820 3 groups of 2 tourists
- ** 853 Ladies individually seated
- ** 855 3 Men, 3 Ladies seated
- * 859 Men individually seated
- ** 865 2 groups of 3 people seated
- ** 867 3 groups of two people seated
- ** 870 Workmen with picks, shovels etc.
- * 876 Track crew with sleepers
- ** 889 Blacksmith, helpers, 2 horses
- ** 891 Axeman, hiker, hunter, shepherd & dogs
- ** 896 Farm workers
- ** 908 Railway Platform Staff
- ** 914 Station Staff, policeman & dog
- ** 963 Wedding Group - 7 figures
- ** 967 Wedding Guests in formal attire
- * 2180 Pedestrians (6) and dog
- * 2191 School Children (7)
- * 2197 Children playing (7) & scooter
- * 2234 Transport workers with crates
- ** 2240 Transport workers carrying loads
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- * 2264 Garbos, street cleaner, bins
- * 2268 3 loco drivers, 3 firemen
- ** 2319 Washing Day - 5 figures, washing etc.
- * 2325 Service station personnel
- ** 2337 Building Tradesmen - brickies etc.
- ** 2343 Construction site workers
- * 2398 Happy drunks
- ** 2399 Fat pedestrians (singles)
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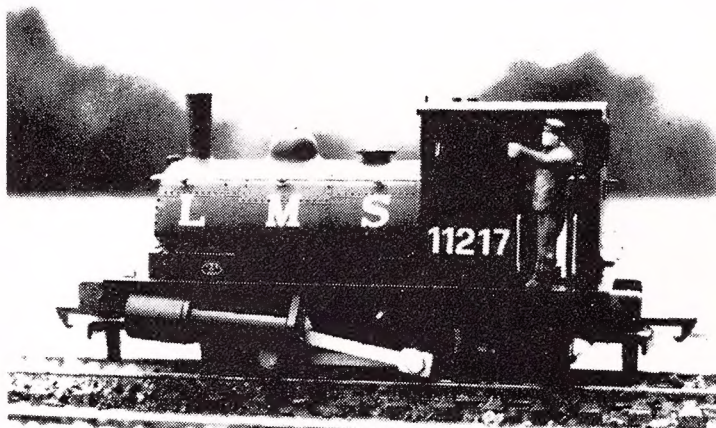
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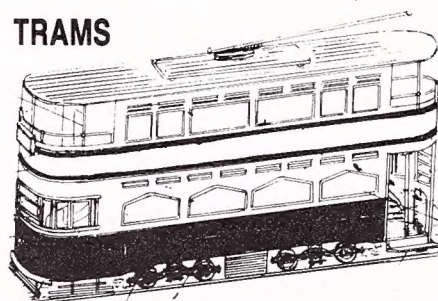
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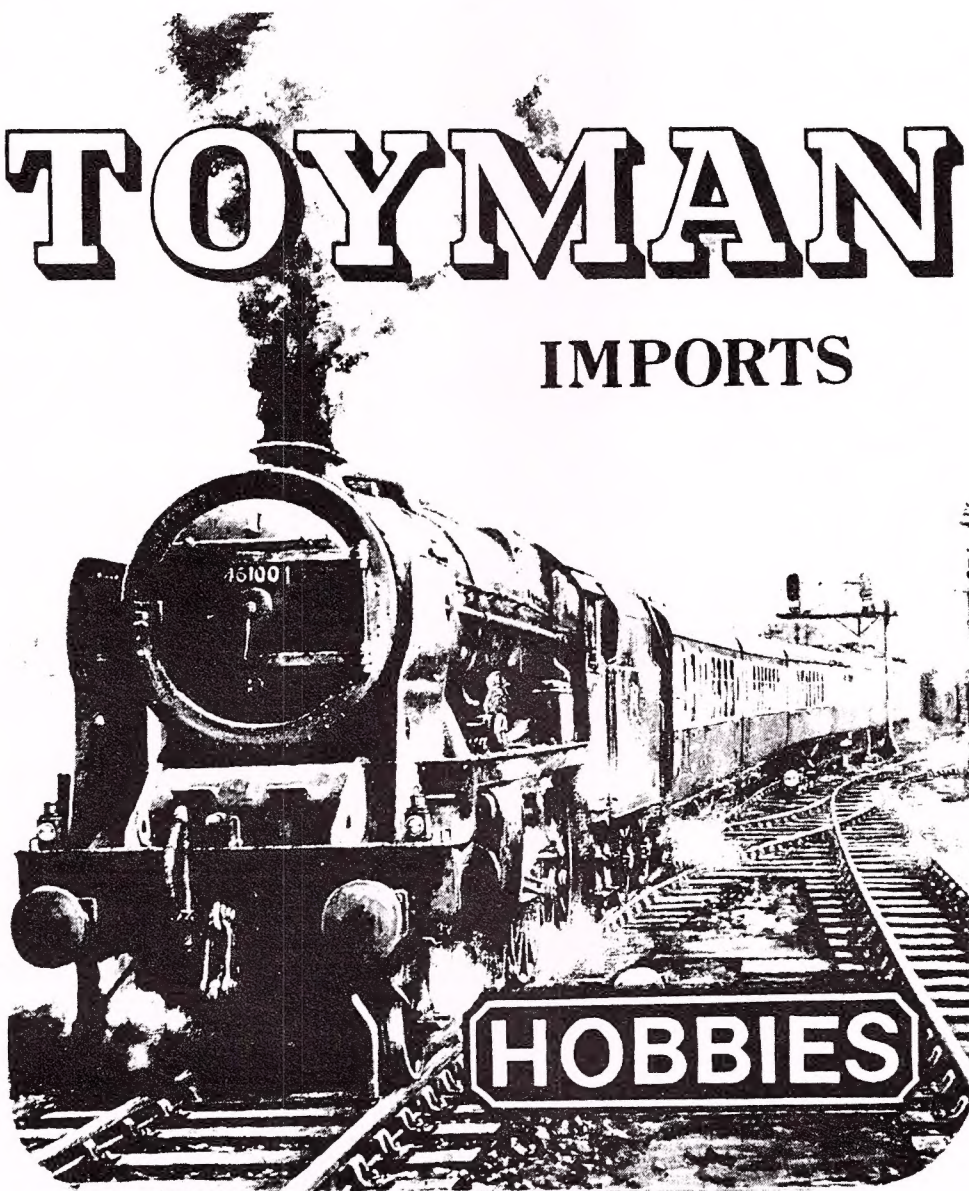
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SPRINGWOOD — N.S.W. 28th September, 1985 at Springwood Girls & Boys Club, Macquarie Rd., Springwood.

WANGARATTA — Victoria. 21 and 22 September, 1985.

LIVERPOOL — N.S.W. October 5, 6, 7, 1985 at E.G. Whitlam Recreation Centre in Woodland Park, Memorial Avenue, Liverpool. Open 10am-7.30pm (Sat), 9am-6pm (Sun., Mon.). Admission \$3/\$1. Organised by the N.S.W. Branch of A.M.R.A.

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ORANGE — N.S.W. November 23, 24 1985 at the Amoco Hall, Bathurst Rd., Orange. Open 10am-6pm (Sat), 9am-4pm (Sun). Admission \$1.50/.50c, Fam \$4. Details from Bob Olde on (063) 62 2346 AH.

CONVENTIONS

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Editor	Managing Editor
Allan Brown	Bob Gallagher
Management Assistant	Allan Thornley
Typist	Niki Verdich
Photographer	Graham Ball
Illustrator	Ian Thorpe
Production Assistants	Max Burke, Ross Hurley
Layout	John Casey, Bob Gallagher
Distribution	Trevor Moore
Back Issues	John Casey
Subscriptions	Ted Cole
Computer Programmer	Graham Davis
Commercial Liaison Officer	Graham Ahern

REGULAR CONTRIBUTORS

Editorial Assistant (NSW)	Paul Rogers,
	Bradley Hinton, Stuart Liversey
Editorial Assistant (Vic)	Phil Jeffery,
	Ian Weickhardt, Peter Gibbs
Editorial Assistant (Tas)	Michael Dix
Editorial Assistant (Qld)	Max Chaseling
Editorial Assistant (SA)	Phil Curnow
Editorial Assistant (ANR)	Hugh Williams
Special Projects Writers	Phil Collins,
	Phillip Dunn, Ross Hurley, David Bennett,
	Peter Eisenhut, Bob Merchant
Draughtsmen	Roger Johnson,
	Dave Taylor, Ray Love, Bob Yule,
	Adrian Compton, Howard Armstrong,
	Tony Parnell, Graeme Brown, Sam Hyde,
	Steve McElroy, Roger Porter, Peter Mustart,
	Peter Zaglauer
Cartoonist	Dick Stein

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DIVISIONAL REPRESENTATIVES:

New South Wales:

Ted Flowers,
 56 Renton Avenue,
 Moorebank. 2170.
 Ph. (02) 602 9745.

Queensland:

Max Chaseling,
 10 Merlin Terrace,
 Kenmore. 4069.
 Ph. (07) 378 4462.

Victoria

Ian Pearson,
 8 Arthur Street,
 Surrey Hills. 3127.
 Ph (03) 898 1109

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New South Wales

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Australian Model Railway Magazine

COMMENT

MAINTENANCE — Is it necessary?

Maintenance on models is, to many, the last job attended to. Preventative maintenance is hardly ever scheduled. Why? Without doubt it is because it is a boring task, that is too much like work, and we involve ourselves in the hobby to forget work . . . don't we?

A recent incident bought home the reality of the necessity of maintenance, preventative style . . . that is to eliminate the problems before they happen. Basically, I was preparing for an exhibition, and for once the guys in our group decided that all models had to be checked (and not by the owner) before the exhibition.

Now for many, preparation for an exhibition should include wheel cleaning, oiling, etc., etc, but for muggins this was not necessary, for most of my stock had not been used since last exhibition, so it must have been OK. Well most of it was, but one locomotive, the pride of the fleet, has always had a problem whereby it has been a slow starter. It simply needed a couple of laps of the layout to warm up, whereby it would faultlessly run all day.

On handing this model over for checking I was advised on how to correct the problem by re-motoring, and how to do it in time for the exhibition. This task was rather simple, and once complete ten minutes of running showed that this model had plenty of exhibition life left. As the chassis was apart, a complete oil and grease change was applied and another turn around the circle before replacing the body.

But wait, a section of the valve gear was bent . . . Out came the pliers and it was quickly straightened. But, after another quick run the part was bent again. Close inspection showed solder was necessary, and so the task was attacked, and completed within minutes. Once more a final run, but to my dismay the lower section of the valve gear was moving up and down, when it should have stayed still. The soldering iron was still warm so another five minutes eventually completed the task, and the model was finally tested for 15 minutes before assembling the body.

If the decision to remotor the loco had not been made, and the necessary testing undertaken, this small problem would have surfaced in the middle of an exhibition. While this may have been an embarrassment in front of the public, it would have been disastrous on the model for, had the section dropped and dug into the ballast, the complete valve gear could have been bent, in all probability finishing the life of a valuable model.

The slight interest in improving a model saved me a lot. But what of the time and money wasted when we do not attend to the task of maintenance? When we design a layout how often do we consider the maintenance task when selecting the final track plan. All track needs cleaning, and pointwork does need retuning to maintain reliable running.

The simple point is that maintenance should be the most important part of a running model. Unless we allow some time and money for the task, our models will not remain reliable.
Bob Gallagher.

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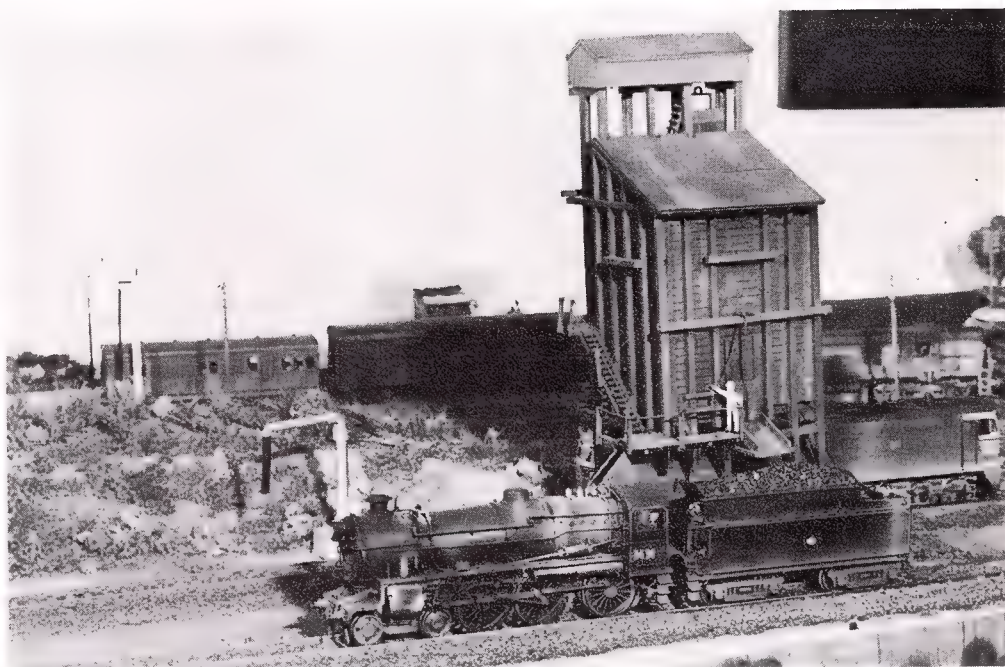
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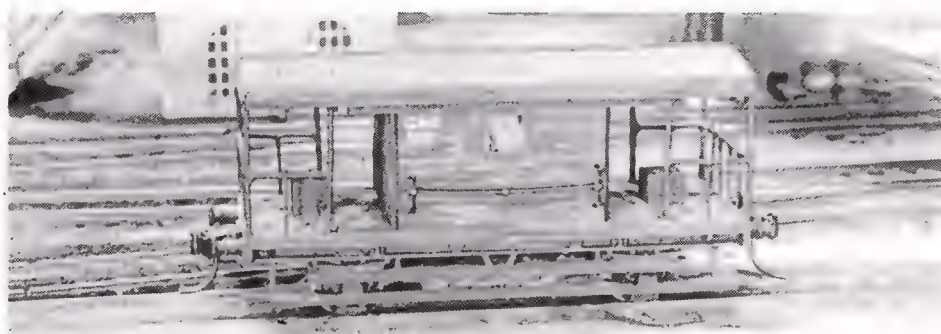
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3638, a well weathered 'Pig', is being coaled in preparation for duty on the express passenger train. Graham Ball took this photograph on Doug Rowe's layout, which features a wide range of weathered N.S.W.G.R. locomotives, some of which are illustrated in the back-ground.

ON THE COVER

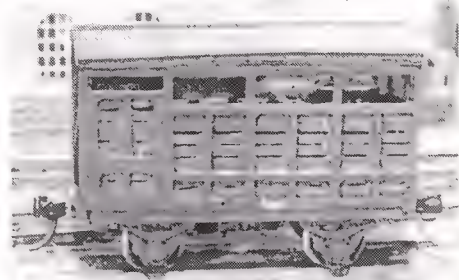
The subject of our feature story of this issue — Modelling W44 — is illustrated here by Ray Love. 6024 and 6002 struggle on the rising grade east of Gamboola, between Molong and Borenore hauling the eastbound W44 on the 29th November 1964.



CHG, non air coal train brake van. This model is built from a Jouef HO British brake van. The underframe and body were close enough, an extended roof was made up from styrene sheet, and aluminium corrugated iron added. Copper wire was soldered up to form hand rails and a full length footboard was added to finish off.



Page Twelve this issue features items from Roger Kershaw's collection. The philosophy behind these models is to gain the 'feel' of the prototype rather than aiming for finite accuracy.



A picture to bring a tear to the eye of the Managing Editor! This CW wagon is an 'Econ Model', forged by Bob's own hand in the old days. The model apparently is as rare as the prototype these days. Offers of \$1000 or more may be considered.

1036 was converted from an Electrotren Spanish model about 10 years ago, costing the princely sum of \$12.00. Inspiration for the conversion came from 'Fanny', the Junee loco depot shunter. Although rather noisy, it is quite a capable shunter, being able to meander through points at slow speed without stalling.



UT coal tipping wagon, a model of a once large class, all now out of service. The addition of the 'H' beam around the wagon top, and the coal load, was a handy means of covering up the overscale thickness of the sides of this old kit.



The 'Golden Fleece' tanker is an Athearn model with the centre dome and tank section cut out. It is one of a heterogenous collection, none of which have a specific NSWRR prototype but, when assembled in a train, have the typical 'look'.



'Little J', 2805, was converted from an American engine. The boiler was lowered and new running plates made up from brass sheet. Boiler fittings were turned up on a lathe and a shaped brass wrapper was added to represent the Belpaire firebox. The ABL Models tender kit allowed the original hacked-about brass tender to be replaced.



It is 1910 and we are sitting in a first class compartment of a Midland Railway train. Our destination is Melton Bridge, a town in the Midlands of England.

The train is in darkness, save for the gas-light in the compartment, as it travels through Claypit Tunnel, built in 1885. Suddenly we are in sunlight again as we leave the tunnel and find ourselves running around the side of a hill which overlooks a narrow valley.

Looking out of the compartment window we notice massive stone retaining walls and a siding which runs parallel with the mainline. Here we spy a rake of wagons belonging to the Engineering Department. A fleeting glimpse of workmen shovelling ballast is lost to view as we pass the last wagon, a large bogie bolster carrying brand new bridge girders which are going to replace one of the older cast iron bridges back down the line.

As the last wagon is passed we notice that the retaining walls have given way to a deep rock cutting as the line cuts its way through a large rock outcrop. The clatter of wheels over points indicates the crossover where the siding joins the main. Here stands a small ground frame for controlling the points, known as 'Claypit Siding Ground Frame'. There once used to be a proud sign boasting this fact, but it hasn't been seen since the great storm of 1904, along with a lot of other signs hereabouts!

Curving away behind the ground frame is the actual 'Claypit Siding', or at least what is left of it. The claypits are another mile or so away and ceased operation some five or six years ago. In their day these pits produced brick clay for a great many of the bridges on the branch line to Melton Bridge.

One such bridge is the high viaduct our train is now speeding across. Fortunately for the engineers, there was solid rock at the base of the valley which provided an excellent foundation for this solid structure.

Looking to the right, down the valley, we can make out the remains of the old Roman Bridge to which Melton Bridge owes its name. Further away we see what might be Nottingham, but it is too difficult to be sure at this distance. Looking to the left we have a view up the valley towards the old claypits.

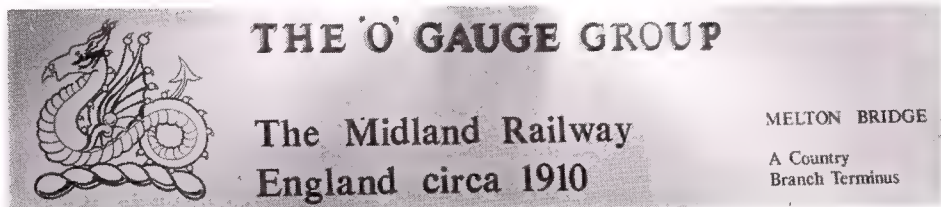
This pleasant vista is quickly lost from view as we leave the viaduct and sweep up the incline in front of the Chance & Hunt Limited factory. This firm makes all manner of chemical products which are despatched to all parts of Britain from the adjacent sidings. The sidings

Bridge No.5, a brick arch viaduct about half a mile from Melton Bridge. Crossing the viaduct is 0-6-OT No.1347 with a train of perishable goods.

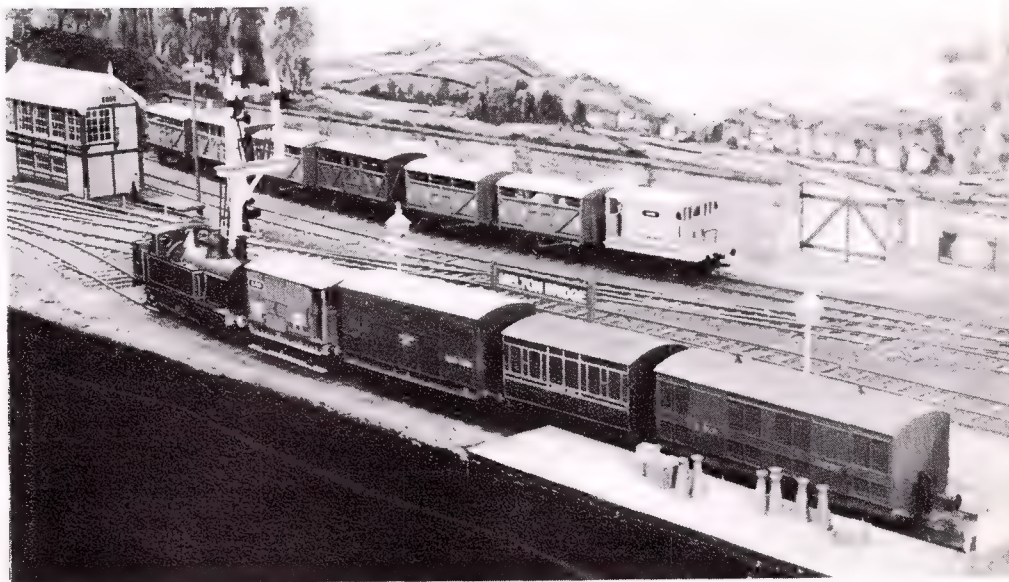
MELTON BRIDGE

The O Gauge Group Exhibition Layout as described by Graeme Lewis

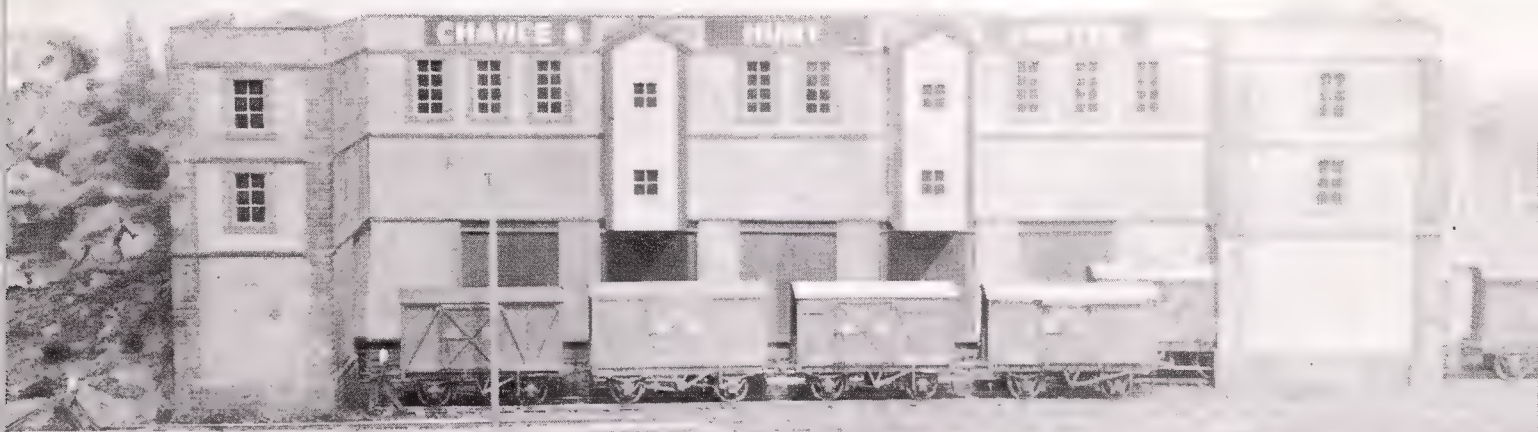
All photographs by Bob Gallagher unless otherwise mentioned.



The Group's signboard. This gives brief details of the layout at a glance. It also establishes the Group's 'corporate image' logo — the winged dragon or wyvern.



The class 1 0-6-OT simmers at the Bay Starter with a motley collection of vans. A string of cattle wagons is being loaded at the cattle dock.



A major source of traffic on the branch is the factory of Messrs Chance and Hunt who make chemical products.

are being shunted as we pass by, the loco in charge being the factory's own locomotive, a diminutive but well cared for green 0-6-0 saddle tank named 'Jenny'.

Passing the home signal (which marks the outskirts of Melton Bridge terminus) we find our train clattering over the level crossing with the local road to Nottingham. Guarding the crossing is the No.1 signal box with the ever watchful signalman on duty. Our track is now paralleled by the goods loop and our driver begins to apply the brakes as the lines descend into the station proper. We pass a loco siding where a Midland & Great Northern Joint Railway 0-6-0 saddle tank is making use of the meagre facilities. The M&GN enjoys running powers onto the branch and its trains are not an uncommon sight.

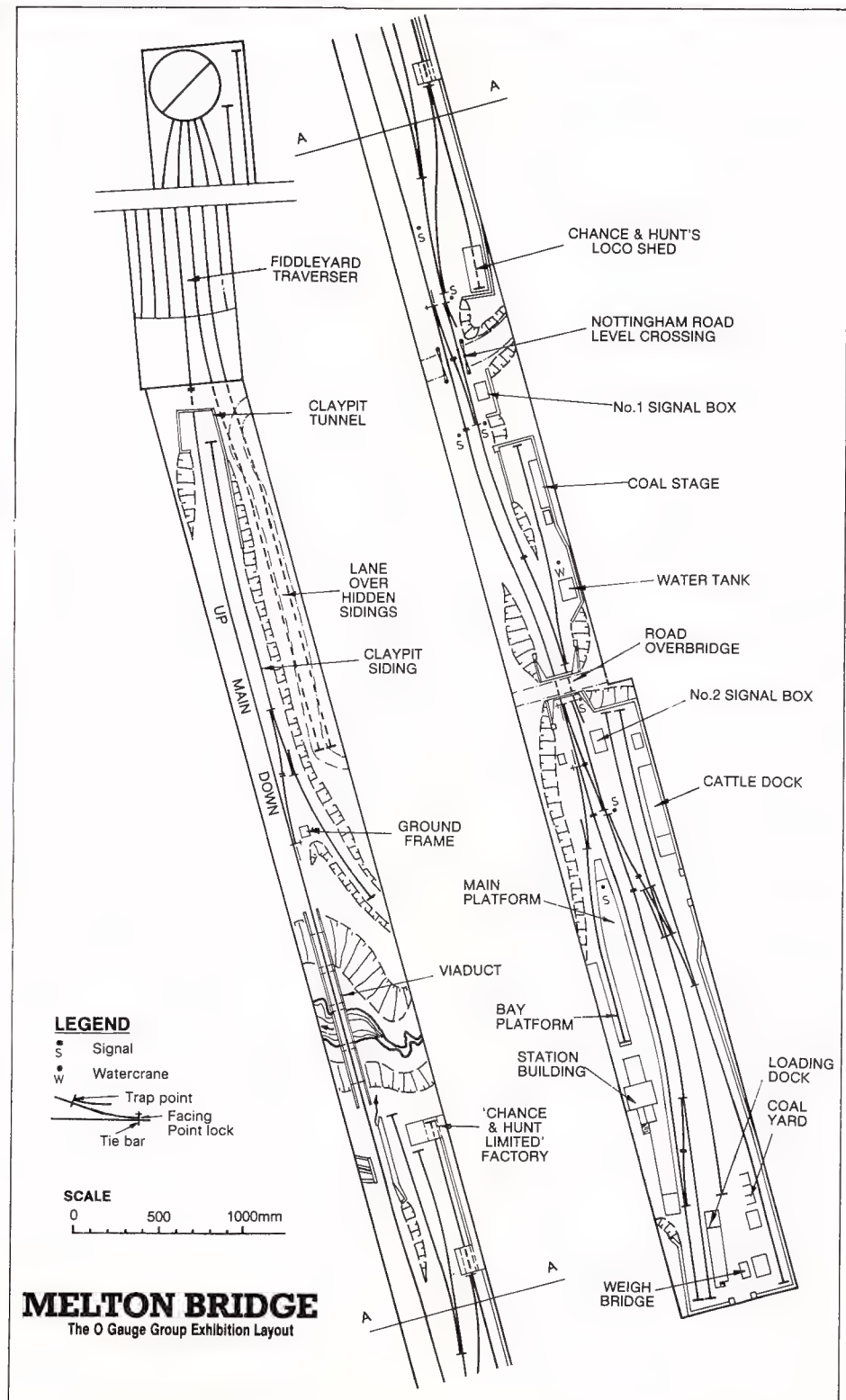
With the squeal of brakes we pass under a roadbridge, past the No.2 signal box and come to a smooth halt at the main platform of Melton Bridge Station. Alighting from our carriage we avail ourselves of the opportunity to inspect the train loco. A 4-4-0 tender locomotive, No.383 was built by Johnson in 1888 but was rebuilt by Deeley only a year ago and has such new fangled features as the Belpaire firebox and a (slightly more!) protective cab.

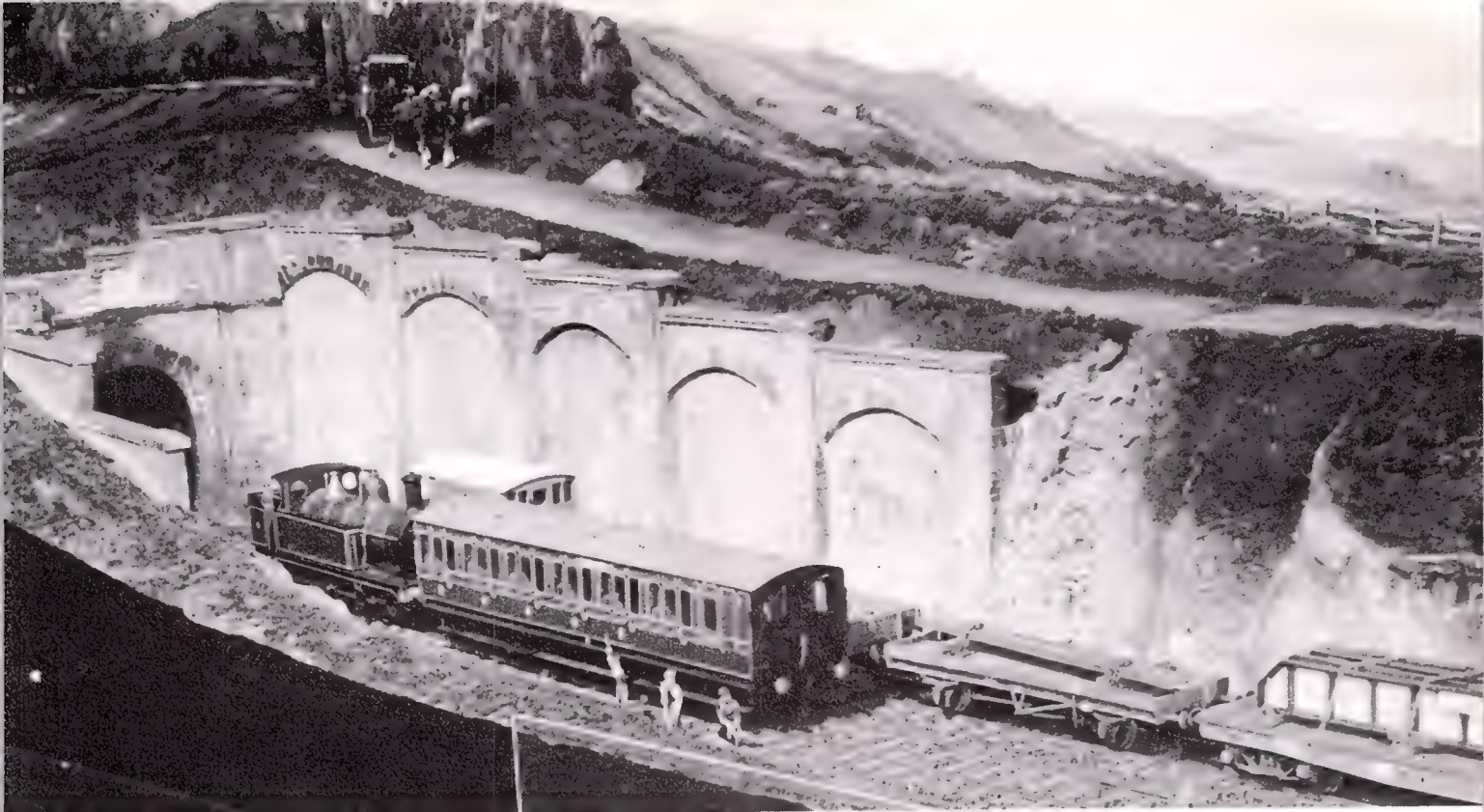
As the driver moves 383 forward we are afforded a view of the station yard. It is surprisingly compact and is hemmed in on nearly all sides by retaining walls. The yard itself has most of the usual facilities, including cattle and loading docks, weighbridge and so on. Beyond the yard we can see part of Melton Bridge township but this is blocked from view as 383 runs round its train bound for the loco siding and refuelling. This reminds us that we too have come a long way and are also in need of suitable refreshment. We turn sharply and make our way hurriedly to the nearest hostelry

Development of the Layout

Keen students of the Midland Railway will no doubt have realised that the foregoing is a complete fabrication! The Midland never had a station in Melton Bridge, although some people have told us they recognise it! Nevertheless, the layout is our idea of what a typical Midland Railway country branchline would have looked like circa 1910.

The layout was commenced in 1978 and was originally built as an experiment by what became known as the O Gauge Group of the North Shore Railway Modellers' Association in Sydney. In 1983 the layout passed into private ownership and, under the direct control of two core members of the original group, the layout has been progressively upgraded and detailed. The O Gauge Group is now a small, indepen-

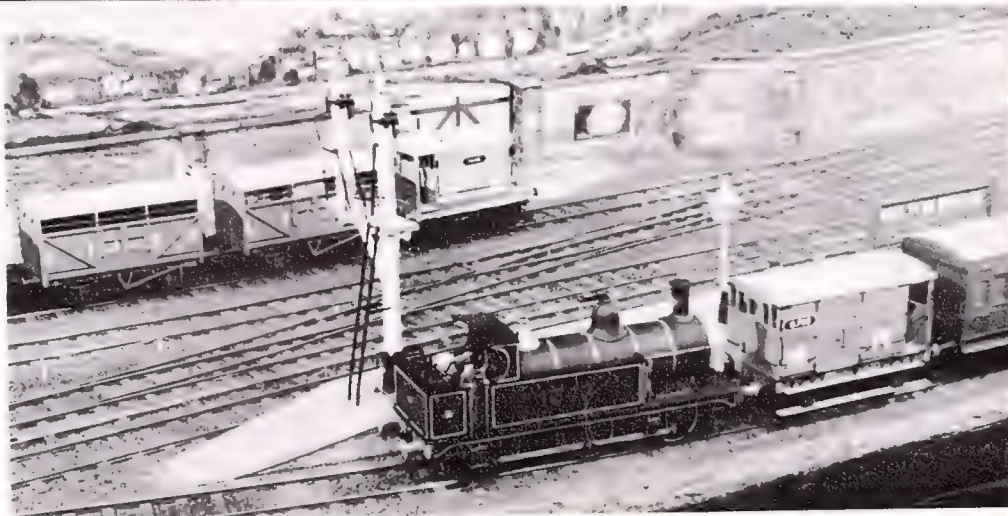




Top: The midday local emerging from Claypit Tunnel. The train is a one coach 'push and pull' — the fireman can be seen on the footplate of the engine while the driver is visible in the front driving compartment of the coach.

Above: No.383 waits for the road with the daily express to Leicester. The loco is the largest passenger engine regularly seen on the branch.

Right: A Johnson class 1 open cab loco shunts vans into the bay platform at Melton Bridge. Part of the township can be seen in the background.

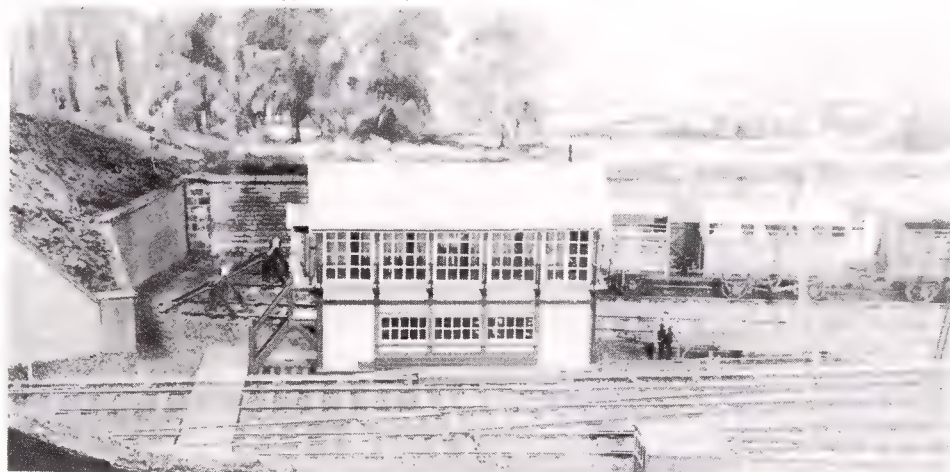




A busy scene in the goods yard as wagons are unloaded. The variety of wagons, including the often brightly coloured private owner wagons, are typical of the period.



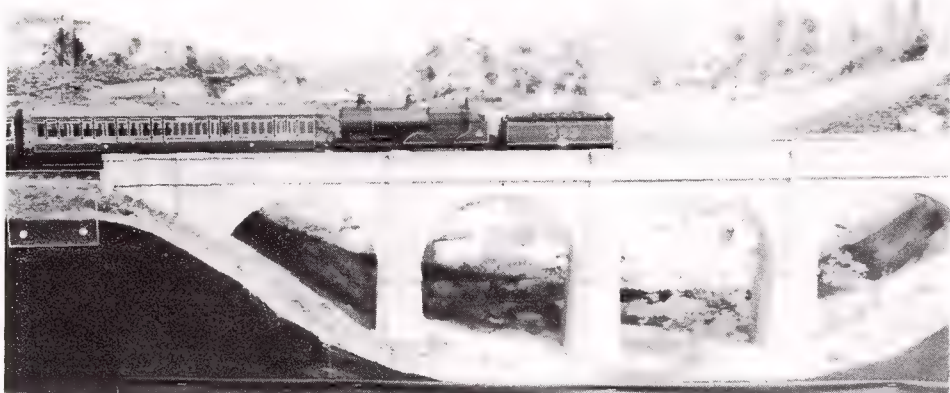
The loco siding at Melton Bridge. This area is currently being expanded by the Chief Civil Engineer to cater for increased traffic on the branch.



Left: Melton Bridge signalbox which controls all movements within the station limits. The point rodding and signal wires can be easily seen.

Centre: A local passenger train crosses the viaduct.

Below: The brick arch bridge which carries the road from Melton Bridge township over the railway to the station.



dent group who actively model and enjoy exhibiting in O gauge.

Baseboards and Substructure

Nearly all of the 'scenicked' layout is built on modules 1.5m long by up to 0.7m wide. These boards are constructed on both the open frame and closed top principle as dictated by the layout for each board. The fiddle yard is a pivotted traverser and when set up is 3m long.

Baseboards are supported on trestles and bolt together. Both three and four-legged trestles are used and all have adjustment for height.

Trackwork

All trackwork is handbuilt from code 124 nickel silver rail and fibreglass printed circuit board sleepers. Once soldered and installed, the trackwork is wired up, painted and ballasted.

Handbuilt trackwork allows the features and practices of the prototype to be modelled with greater fidelity. The standards used have been developed by the Group from British fine scale standards.

Landscape

A variety of methods have been used for constructing the basic landscape. The methods used include plaster, plaster on a fibreglass shell and a plaster and resin mix on a fibreglass shell which was developed by the Group, though that's not to say it's unique to us!

The landscape is coloured and textured by 'zip' texturing for soil and painting carved plaster rockwork. The desired areas are 'grassed' using a mixture of the commercial foams and by scraping the 'grass' off a commercial grass mat and replanting it literally turf by turf onto the ground. Bushes and trees are modelled using a combination of handbuilt and trade products.

A backscene is used to give the layout depth and atmosphere. We are indebted to Patricia Lewis for producing what is virtually a painting 12m long.





Above: 4-4-0 No.383 crosses the viaduct with the midday express from Leicester. The earthworks of Claypit siding can be seen disappearing up the valley to the now disused claypit. Bob Grime photo.

Right The Manning Wardle 0-6-0ST, 'Jenny', owned by Chance and Hunt. The loco shunts wagons to and from the MR exchange sidings to the factory. It is seen here outside its own shed. The signal is the home signal for Melton Bridge and gives access to the Goods or Main line. Bob Grime photo.

Below: Shunting at Claypit siding. The guard and shunter are preparing to leave by locking the ground frame with the Annetts key on the single line token.

Buildings, Structures and Details

Buildings are generally handbuilt from such varied materials as balsa wood, styrene sheet, cast reinforced plaster and card. The two signal boxes are both modified card kits with added detail. The buildings are based on actual prototypes or have been designed to suit a particular location using the appropriate architectural style.

Structures — the bridges, retaining walls and so on — are made from similar materials although cast plaster, with what seemed like a million carved stones, has been extensively used.

Small details, such as lamps, watercranes and people, are handbuilt or are white metal castings from the trade. Other large 'details', the level crossing for example, use both commercial components (e.g. the gates) and handbuilt parts (e.g. the actual crossing, from balsa sleepers and tiny nickel silver spikes).

Signalling and Associated Details

The signalling on the layout is our interpretation of how the Midland would have signalled such a location. Signals are fully working and interlocked to simulate the operation of the real thing.





A front on view of the station building at Melton Bridge. Someone suspiciously similar to Sherlock Holmes lurks by the post box!

The signals, signal wires, point rodding etc. are assembled from a mixture of handbuilt and commercial components.

Control

Traction control is via silicon controlled rectifier (SCR) controllers and a block working system. Blockworking is used between Melton Bridge and the fiddleyard. The safe working arrangement used allows only one train in the block at any one time. Each control has individual block and isolating sections. Melton Bridge has an additional hand held controller (referred to as the Annetts Key) for yard shunting either at Melton Bridge or at the factory.

Points are controlled by an 'electric pencil' and are operated by modified H&M solenoids. Signals are controlled by miniature switches and are operated by a mixture of relays and motor drives.

Interlocking is provided between all signals and their associated points. Whenever a signal is 'off' (i.e. at clear), its associated points are locked until the signal is returned to 'on' (i.e. at danger). A signal can only be pulled 'off' when the points are set correctly and there are no other conflicting signals. The circuitry for this is surprisingly simple and reliable and has proved to be a real boon for hard-pressed exhibition operators.

Operation

The layout is operated to a pre-planned sequence of movements. The sequence is designed to portray as many different types of movements and trains as possible without being too unrealistic. The variety is essential at exhibitions and we have attempted to reduce our shunting and increase the frequency of mainline trains to make the layout more entertaining.

Communication between Melton Bridge and the fiddleyard is by bells. Once the bellcodes are mastered it is surprising how well the operators can communicate with this prototypical system.

Presentation

At exhibitions we like to highlight the scenic part of the layout and hide the rest! All sides of the baseboards are painted matt black and black curtaining to the floor hides the inevitable mess that develops under a layout during an exhibition. We also try to screen the fiddleyard but this only seems to attract more people!

The Group's identity is established by a large sign which was painted by Yvonne Howarth. This sign gives very brief details of the layout and displays our logo, the Wyvern of Mercia (a dragon-like creature often used by the Midland). This theme is carried through on sweaters and namebadges worn by the operators.

A live commentary is used to involve the viewers with the action on the layout. We found

Continued on Page 44.



Melton Bridge station building. As you might expect the township in the background is a good half hour's walk away!



The loading dock and coal yard at the end of Melton Bridge station. The buildings are that of the local coal merchant, Mr. Fellman, and the MR weighbridge.



Nottingham Road level crossing is guarded by a typical MR signalbox. These boxes were highly standardised being built from panels known as 'flakes'. This is a small box being only 1½ flakes long. Bob Grime photo.

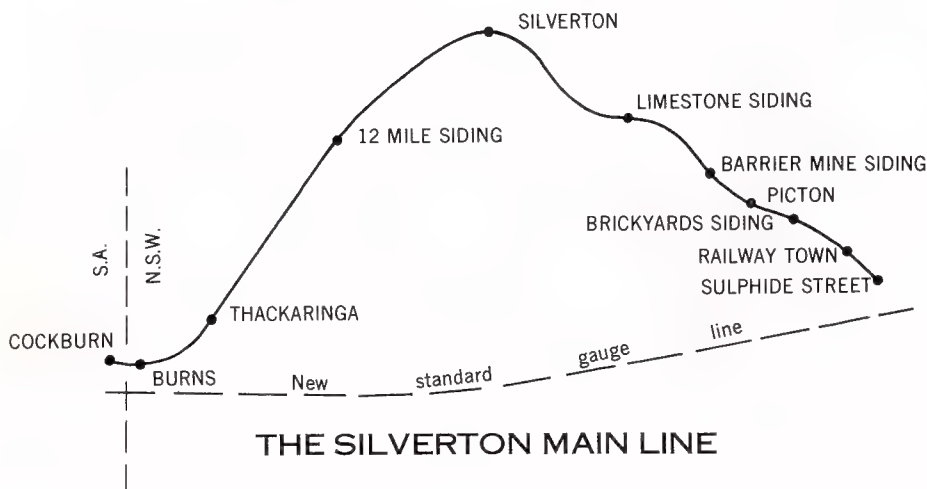


It's just after sunrise when Peter Fehlberg photographed this scene at Cockburn in early 1969. Silverton Tramway's Alco 28 was about to leave for Broken Hill while nearby the SAR's shunter T243 is prepared for another shift. Within a year the Sydney-Perth standard gauge project would replace all of this yard and the 28 would be regauged.

The DL531 in AUSTRALIA

SILVERTON

Continuing the story of the Goodwin Alco DL531 locomotive. Part One, to be found in the February 1984 issue covered the NSW 48 class while Part Two, in the August 1984 issue covered the 830 class in use in Tasmania and South Australia. An update on the 48s was in the December 1984 issue. Phil Curnow concludes the DL531 story with the Alcos used by the Silverton Tramway Company.



Introduction

This class of locomotive was operated by three railways in Australia. The NSW 48 class has been covered in AMRM February 1984 and December 1984. The SAR 830 class and its transfers to Australian National, to Tasmania and Adelaide's State Transport Authority were in AMRM Jan/Feb 1980 and August 1984. The third purchaser was the Silverton Tramway Company based in Broken Hill, NSW. An article was about to go to press when news filtered down through the grapevine that the colour scheme had changed. This gave us a problem — how to obtain suitable colour photos from an area rarely visited by our contributors. In April 1985 a Silverton engine, colour film and sunshine were all assembled in one place so the article could now be prepared for publication.

Because the Silverton Tramway may not be well known to many of our readers we have included some details on the history of the railway itself.

History

Silver ore was discovered at Silverton in 1876 and at Broken Hill in the early 1880s. A railway was required to carry ore to the processing plant to be built at Port Pirie in South Australia. The SA Government built a line in 3'6" gauge from Port Pirie reaching Cockburn on the NSW border in 1887 but was not permitted to continue into NSW Government territory. To overcome the problem, a private company was set up to build 35 miles of track to Broken Hill via Silverton.

The Silverton Tramway Company controlled this line from 1885 to 1887 while the SAR supplied the engines. On 30/6/1893 the STC took over again and operated the line until it was replaced in 1970. As part of the Sydney to Perth standard gauge project, a new line was built between Cockburn and Broken Hill using a more direct route. The SAR operated the new line so Silverton lost its mainline running. It now operates all of the shunting to the mines in the Broken Hill area.

During the narrow gauge years, the STC worked into a station at Sulphide Street,



In 1961, within a year of its introduction Alco 27 stands beside the engine shed at Cockburn in South Australia. The road crossing in the photo marked the New South Wales border. beyond was the STC's Burns station. Photo by Ron Stewien.

Resplendent in their tramway yellow and blue colours, Silverton Transport's pair of Alco diesels stand outside the Broken Hill depot on 15/4/85. A spare set of bogies are under 28 while its own set, painted black, are in AN's Peterborough Workshops for overhaul. Photo by Phil Curnow.





Above: Freshly painted 28 shunts one of AN's four cell cement hoppers at Broken Hill on 22/8/83. Nearby is a sodium silicate tanker. Photo by Bob Gallagher.

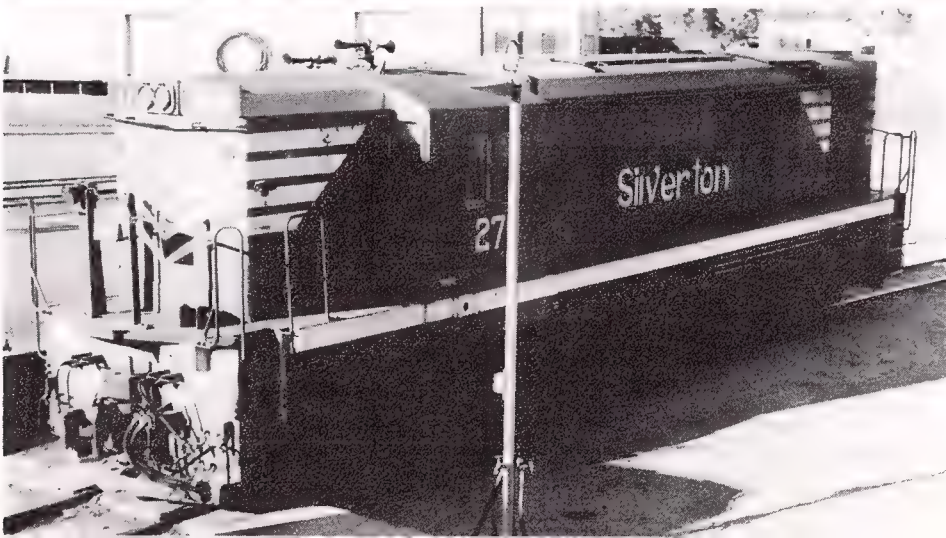


Right: SAR's 856 hauls STC's 27 and assorted wagons across a waterway near Yunta on the last narrow gauge goods from Broken Hill on 10/1/70. Two days later the new standard gauge line was open using the grey bridge girders alongside. 27 was destined to become SAR's 874.

Right: Nos. 28 and 29 depart the North Mine on 5/10/72. Photo by Phil Curnow.

Below: No. 29 shows the new 'tramway blue and yellow' livery on 15/4/85 in these photos by Phil Curnow.





On this page are some diesel details and a comparison of lettering. In the top photo Graham Ball was standing on a road bridge as 28 worked past with a mine shunt late in 1982. On 8/2/80 Leon Oberg photographed the right hand side of 28 at Silverton's depot. Graham's photo of 29 shows the different lettering shape of the S and V. The photo of 27 was taken at Railwaytown in the late 1960s when there was still a narrow gauge mainline. The almost compulsory waterbag hangs across the gangway and a conversion coupler is lying on the front footplate. This allowed the auto coupled diesel to haul chopper coupled goods and passenger vehicles. The white band is of uniform width for the full length of the running plate, whereas on later repaints the whole panel under the cab was white. In 1970 this engine was sold to the SAR, standard gauged, repainted in mustard pot colours, fitted with an exhaust stack, and renumbered 874.



Left: Tramway and station of the same name. On 18/1/63 Jack Babbage was at Silverton as 29 and 28 worked the first double headed ore train from Broken Hill. Empty ON class ore hoppers are on the passing siding. The township is behind the photographer! As mentioned in the text, the hoppers had just been converted to automatic couplers.

Middle: No.29 shunting wagons under the transfer crane at the western end of Broken Hill yard. Photo by Bob Burton in January 1976.



Broken Hill. The standard gauge NSW Railways station was parallel but two streets away. Transfer sheds were used for goods traffic passing between NSW and SA.

The STC workshops were at Railwaytown near Sulphide Street. All wagon and steam engine repairs were done here and in later years diesel maintenance. Heavy overhauls of the Alco diesels could be done at the SAR's Peterborough Workshops.

The operating arrangement with the SAR may be of some interest to modellers who contemplate a private railway connecting with their mainline. A train traveller from Adelaide to Broken Hill rode the SAR broad gauge to Terowie where he walked across the platform and boarded a narrow gauge carriage. For an extra fee he could ride in the 'old world' style of a sleeping car named Alberga, Nilpena or Coonatto. Speed dropped to about half that he had enjoyed on the broad gauge as the small train worked the 17 miles to Peterborough. Due to the station layout, the train now reversed direction for the run to Cockburn where the STC engine was attached. This was the 'Broken Hill Express', even though the speed was only 35mph on the narrow gauge.

Perishable goods traffic worked on a fast goods known as 'The Produce' with transfer between ice cooled vans at Terowie. This name survived after the narrow gauge was replaced but finally disappeared after the standard gauge reached Adelaide and the whole goods schedule was rearranged. General goods traffic was attached to narrow gauge trains as required.

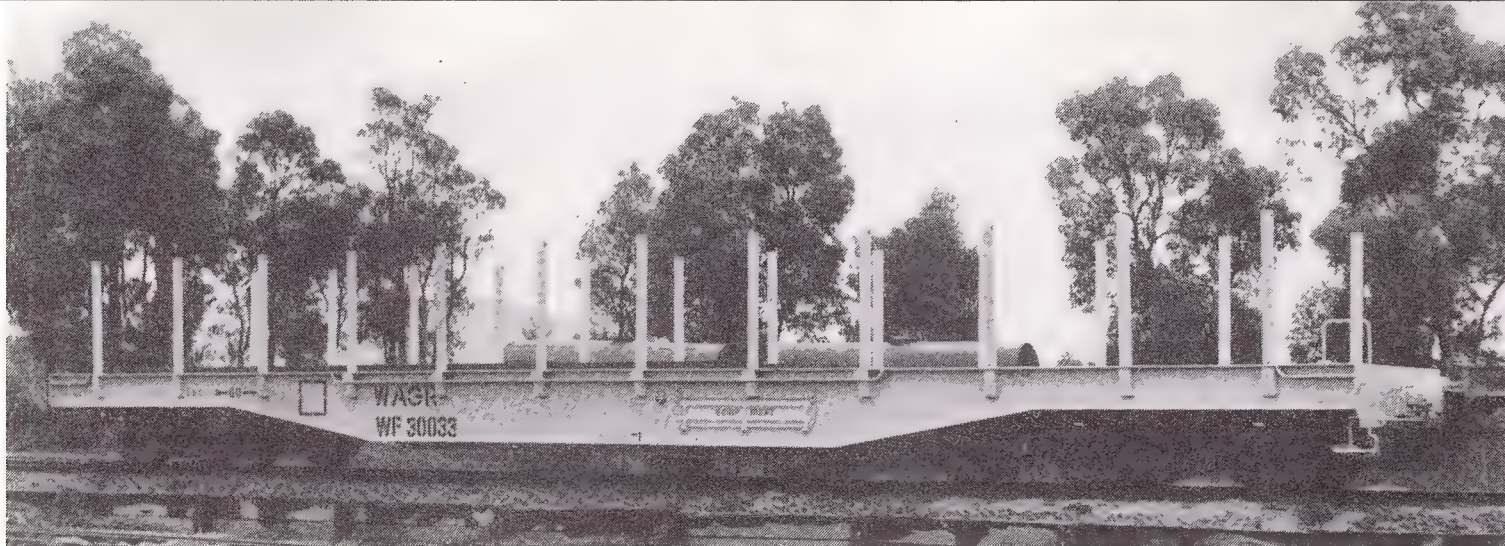
The main traffic out of Broken Hill was ore from the mines and after 1935 it travelled in ON class hoppers of SAR design. The STC provided ON hoppers in the ratio of 1:6 and these were painted brown with white lettering, whereas the SAR hoppers were grey. Several STC hoppers have been retained for preservation. The standard coupling on the SAR narrow gauge was of the chopper style which did not require buffers. To increase ore train loads, the ON fleet was fitted with automatic couplers during the Christmas 1962 holiday period. Railwaytown did 130 conversions while Peterborough did 390. The coaches and other goods wagons retained their choppers so the SAR and STC engines carried a conversion coupler which was fitted to the chopper when the two had to mix.

Each Alco could haul 1500 tons out of Broken Hill so in the mid 1960s all of the traffic could be worked with three trains each week-day. At least one of these would be a double header. Variety was provided by the enthusiast tours which became more frequent toward the end of the narrow gauge. Possibly the most spectacular was the last in 1969 which had a Garratt as power. During power shortages there have been occasions when an STC engine worked in SAR territory, including an A class 4-6-0 as shunter at Peterborough in 1951.

Continued on Page 44.



Left: Nos.28 and 29 with loaded AOQY hoppers show the new colours and both have black bogies. Photo by Simon Perrin in 1984.



WF 30033 showing the WF as built. Note the black bogies and underframe. Westrail photograph.

PROTOTYPE PLAN

W.A.G.R. 'WF' Class Flat Wagon.

by Joe Moir

Over the years, Westrail has built a number of wagons for use on the standard gauge system around Australia. These include covered, open and flat wagons. The WF class is the flat wagon style.

History

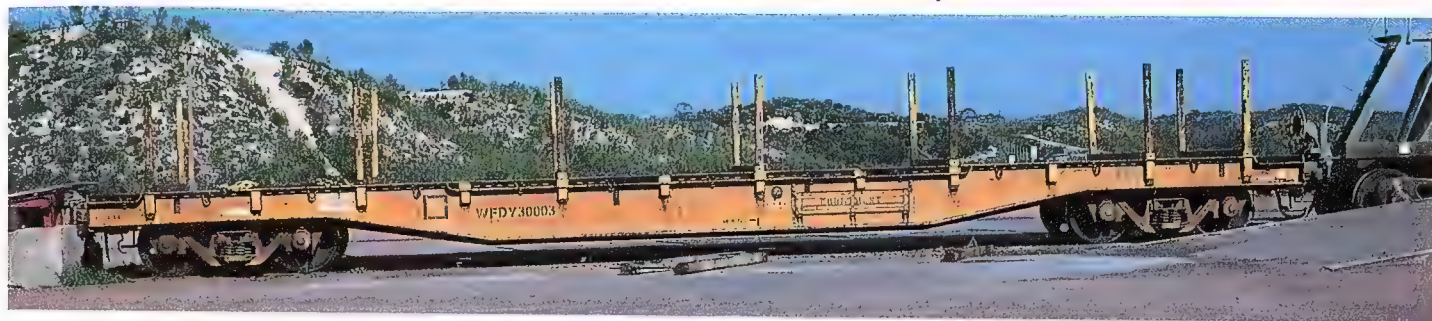
The WF flat-top wagons were the first Stan-

dard Gauge flat wagons built for the W.A.G.R. and were designed to A.A.R. (Association of American Railroads) standards as is all W.A.G.R. standard gauge stock.

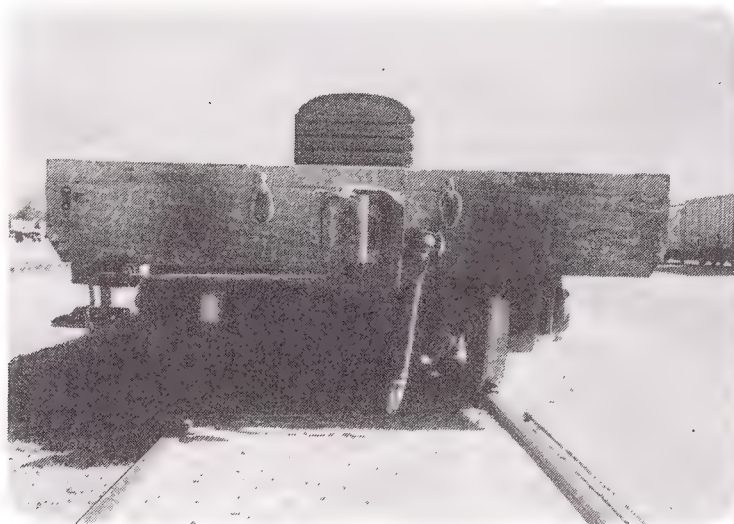
They were designed with the intention of having a wagon which could be used anywhere on the Australian standard gauge network, though they have now been relegated to mainly

intrastate duties with the newer class 'WFX' flat-tops handling the interstate work. They were built to carry timber, sleepers, welded rail, containers and piggyback trucks and semi trailers. They were first used for the construction of the standard gauge from Kalgoorlie to Kwinana, on the Western Seaboard.

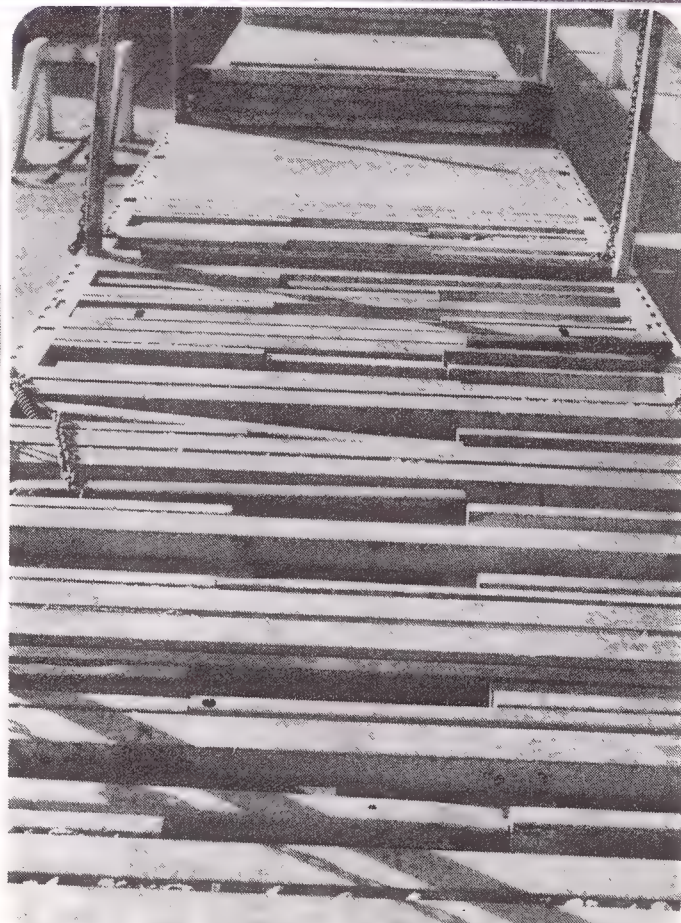
Class leader, WF 30001, was released for



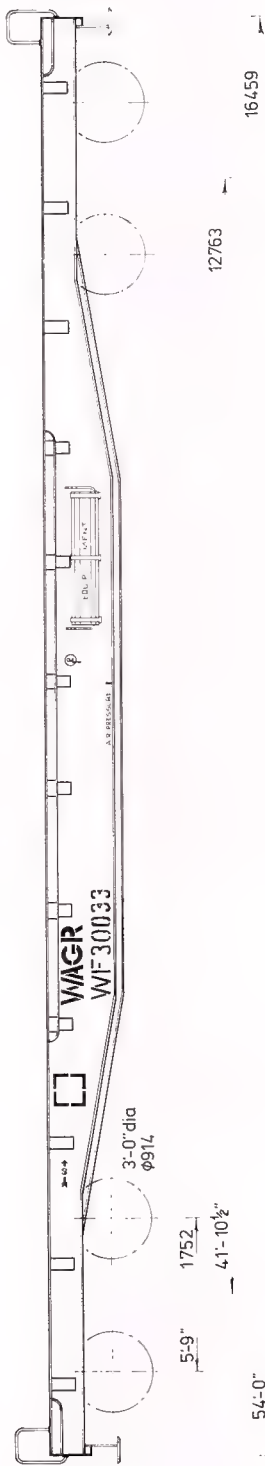
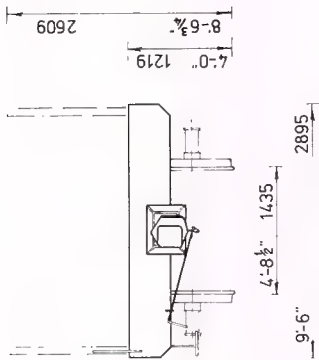
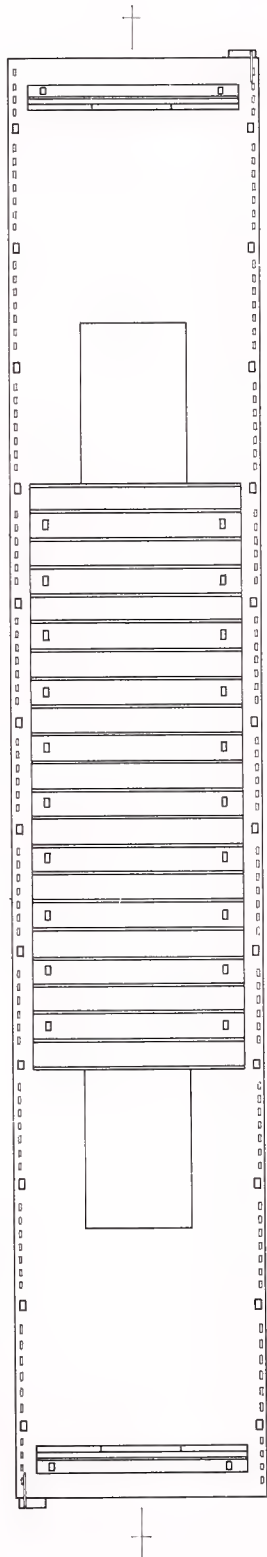
The WF (WFDY) is painted in the standard colours for Westrail standard gauge rolling stock — golden yellow. Photographed in Esperance during September 1983 by Bob Gallagher.



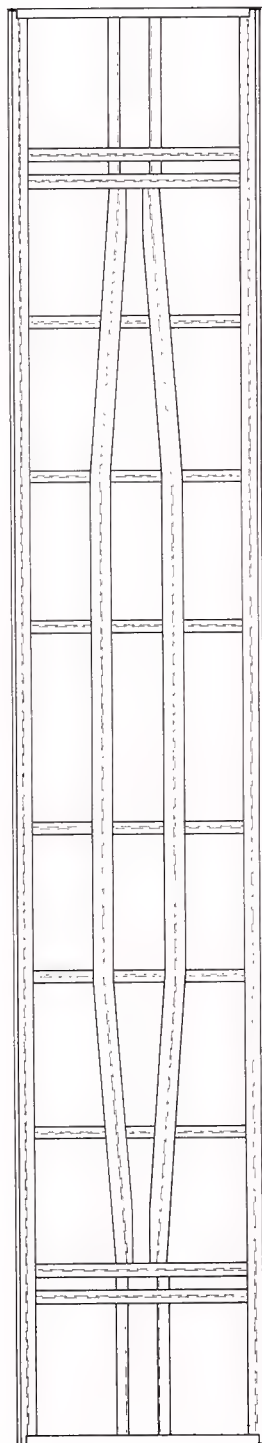
Above: End view of the flat-top. Note on the left hand side how the shunter's step has been removed. As the wagon was photographed on the repair road it was probably due for replacement. Also note the extra tie down lugs which weren't on the wagons originally.



Right: Deck of flat-top which illustrates the fabrication of the floor. When not in use the stanchions fit into the gaps between the steel members. Photographs by Joe Moir.



WF
Flat Top Waggon
WAGR



Basic Underframe



Above and Left: One of the many conversions — WF 30117 with an ex-narrow gauge tank welded to the steel deck. Photograph taken in Leighton yard by John J. Bevan.



traffic on the 21.11.64 and the last wagon built, WF 30119, was released on 1.4.66, a total of 119 in the class. They were all built at the W.A.G.R. workshops at Midland Junction and cost \$12,588 each. In late 1984 there were 115 of the class left in service.

Construction

They are of all steel construction with a double centre sill, with fishbelly side members. All the underframe and deck is of welded construction. They are fitted with bolsters and stanchions which, when not in use, form part of the floor. The floor is slotted along the edges to take spring loaded tie down chains.

Approximate weight is 26 tons, while they will carry a load of 54 tons. The ride control bogies are fitted with 37 inch solid disc wheels and roller bearings. The wagons have a maximum speed of 100 k.p.h. and are presently run at a maximum speed of 90 k.p.h.

Livery

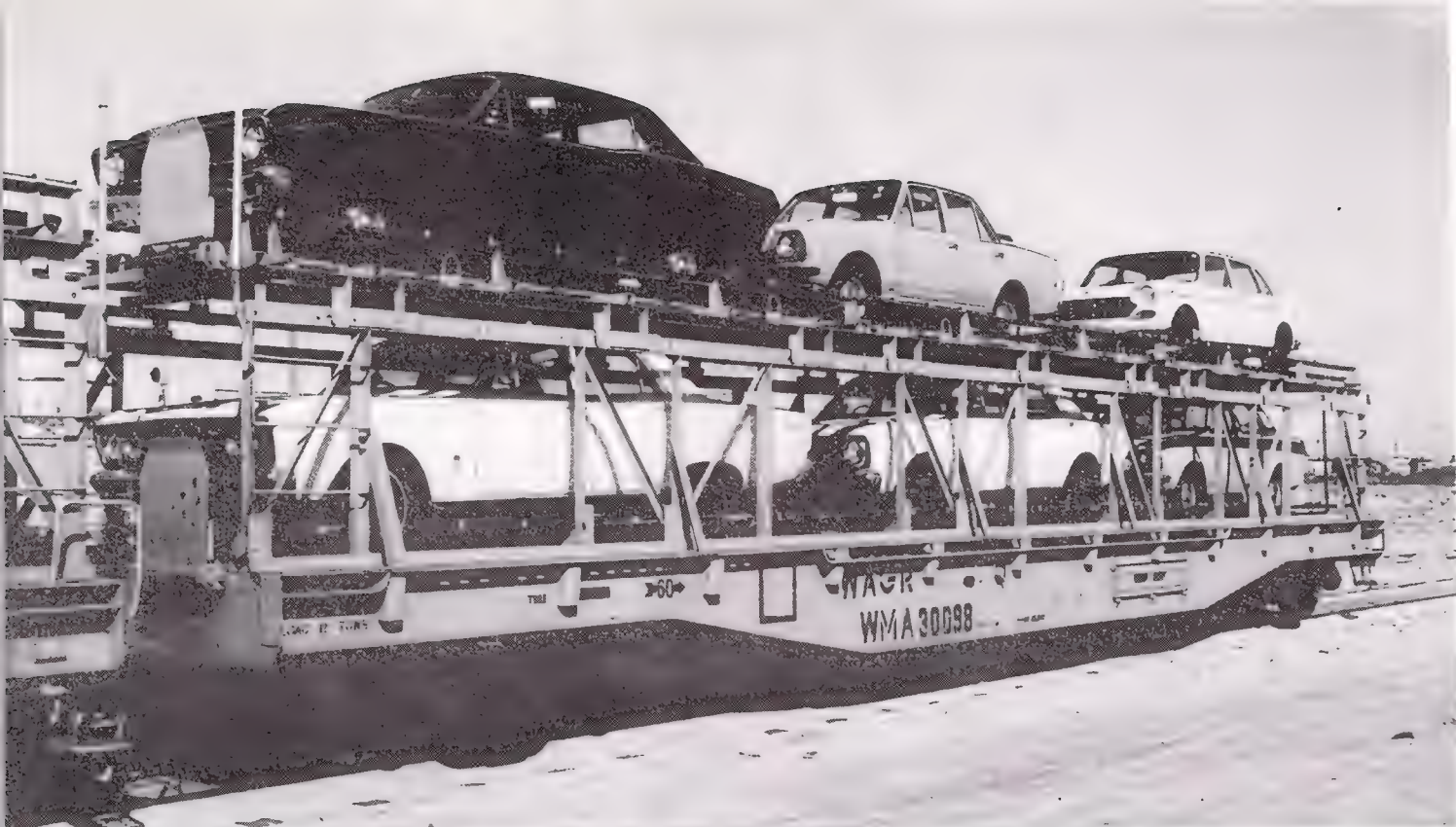
The wagons are painted standard W.A.G.R. Golden Yellow relieved with black lettering. When first issued to traffic the bogies and underframe were painted black, but when overhauled the yellow was applied overall. In service the wagons can be seen running around with S.A.R. grey, N.S.W. red or blue or

Left: Side view showing the side storage compartment, which is used for the chains and container clamps. Note the extra welded section on the side of these flats. Joe Moir photo.

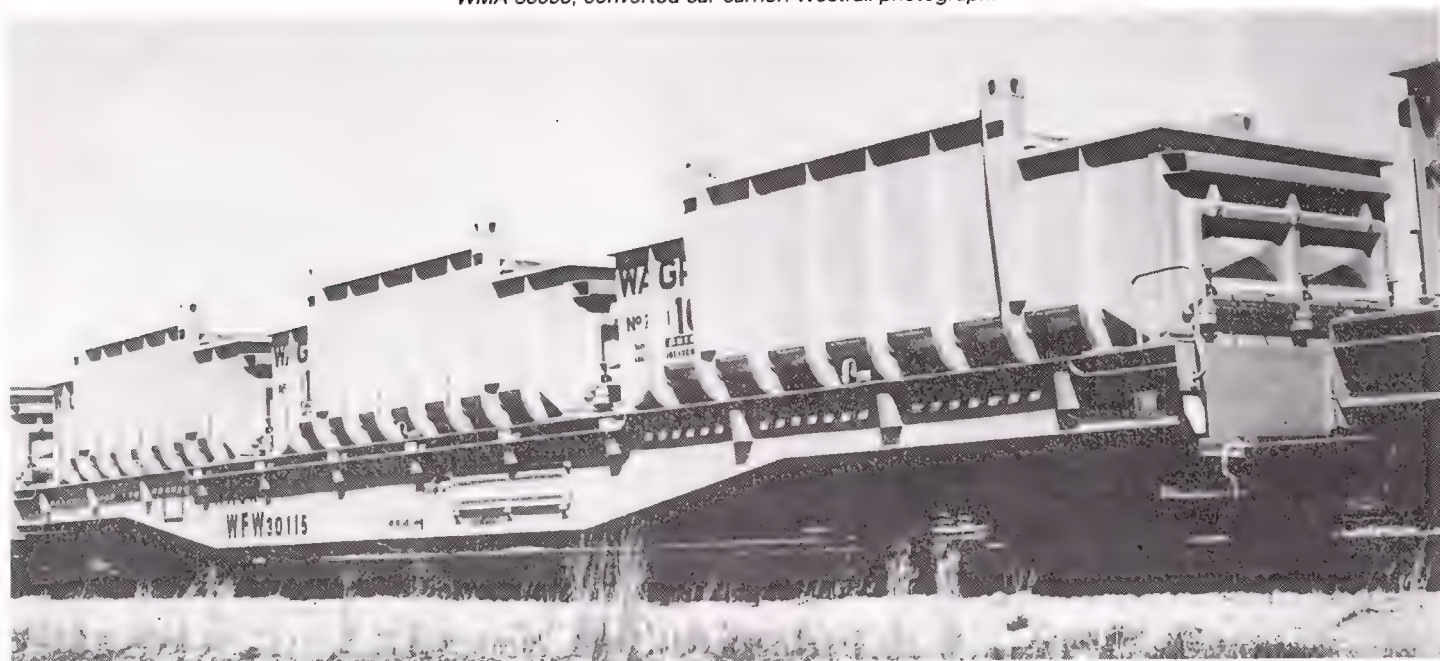


Below: WFDY 30046. This photograph, dated December 1980, shows the wagon in its latest classification and colours. Photographed in Forrestfield Yard by Joe Moir (Oct 1980)





WMA 30098, converted car carrier. Westrail photograph.



WFW 30115 fitted with iron ore containers. Westrail photograph.



WSA 30119 with Caterpillar Wreckmaster — just the machine to clear up a derailment. Westrail photograph.



The photographs on this page illustrate some of the detail on the WF (WFDY). Photographed by Bob Gallagher in Esperance, September 1983.

the normal yellow bogies. Some of the roller bearing axleboxes are painted blue while all wagons coming out of shops have the blue axleboxes. The Westrail symbol is painted blue as is the empty/load lever on the side of the wagon.

The closest colour to the Westrail Golden Yellow as applied new is Humbrol No.8 gloss. For a wagon in used condition, Floquil Reefer Yellow is applicable. The blue of the Westrail symbol can be matched with Humbrol No.14 gloss or Floquil light blue, the same colours applying for the axleboxes. Any black can be used for the bogies but first use a flat black if possible as a wagon in service only a couple of days picks up a fair amount of dirt.

Conversions

Before the reclassification to WFDY in 1980 there were only 35 wagons left in the WF class. Most had been converted to other codes, in-

cluding WFW and WSA. The recoding regrouped most of the wagons back under the same code with some exceptions.

WF 30117 was converted to WSA 30119 Wreckmaster crane car.

WF 30117 has been converted to carry an old narrow gauge tanker. This wagon is only used to run from Leighton Yard to Lenora, and is used to carry lube oil for the locomotives used on this isolated branch.

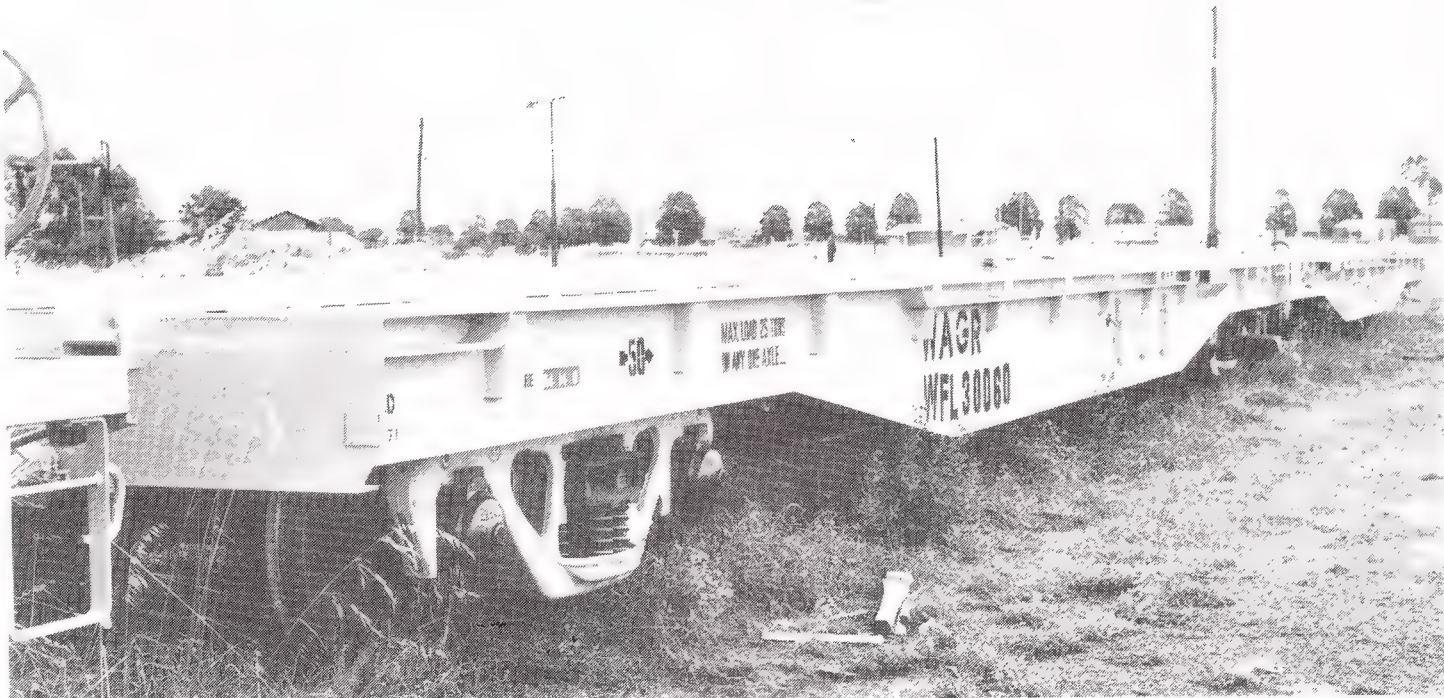
WF 30116 was converted to WMA 30116 motor car carrier on 5.11.68. There were a number of these wagons converted but they have all been reconverted back to WF.

A number of wagons were converted to WFW class flat-top to carry 3 containers of iron ore. The iron ore was transported from Kooly to Avon Yard where the precious commodity is trans-shipped to narrow gauge wagons and thence to Wundowie smelter on the old East-ern line.

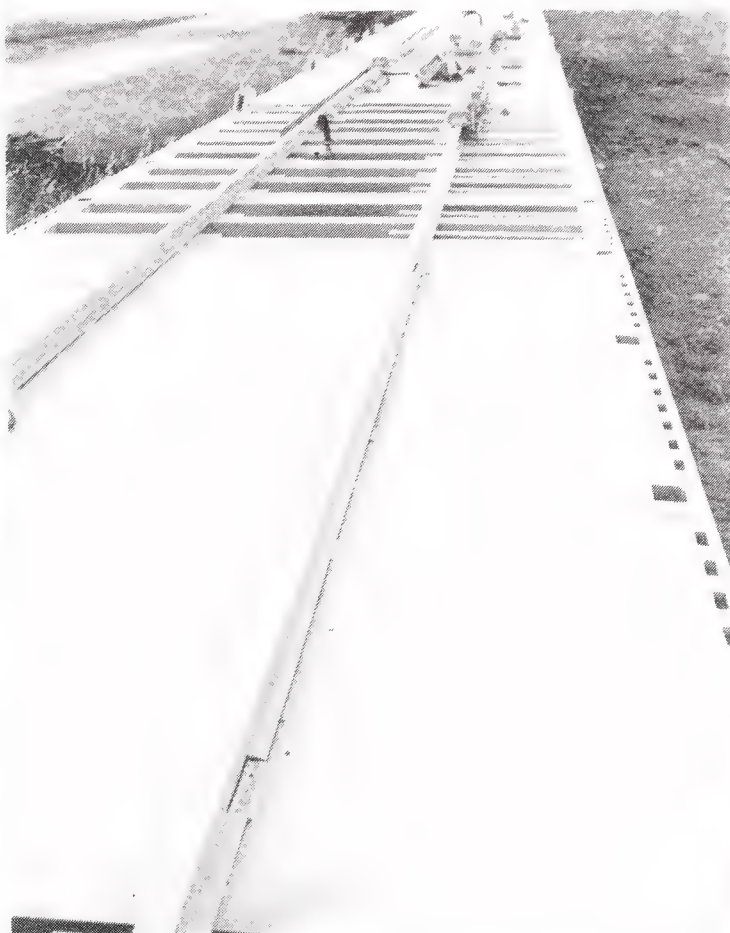
WF 30059 and 30060 were converted to WFL 30059 and 30060, these being semi-permanently coupled together and were used for narrow gauge loco transporters from 22.11.71 until 18.2.75 when they were converted back to WF wagons.

Another new class has come about, this being the WFSY. These vehicles are used to carry sleepers to the resleeper project between Koolyanobbing and Kalgoorlie. The wagons have mesh sides fitted with galvanised iron welded behind the mesh. There are five of these wagons, which were converted in 1983.

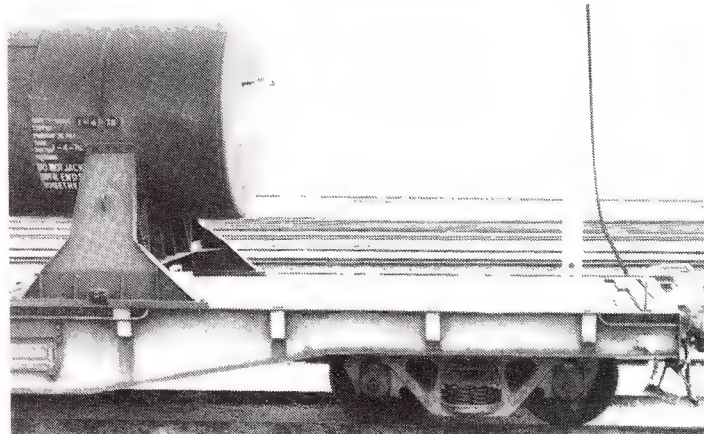
When the narrow gauge was removed from Coolgardie to Merredin it became necessary to have some means of transferring locomotives for repairs or servicing at Forrestfield so two WF flat tops were permanently coupled by a steel bar and reclassified WFL. The wagons had rail welded to the decks for the narrow gauge units to be secured on, and special se-



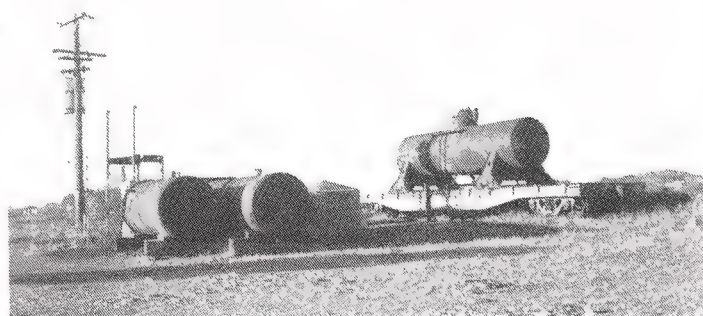
WFL 30060 and 30059 at Midland Workshops, 28.10.71 before release to traffic and prior to the fitting of the balance weights on the end of the wagon, above the bogies. This was accomplished after the wagons had been in service for a while. Westrail photograph.



Deck of WFL 30060 showing 60lb rail welded to the deck top. Note also the centre of the wagon where stanchions are kept which is typical of all WF (WFDY) flat-tops. A further point to observe is the four anchor points at the ends where wagons are coupled for holding locomotives.



This photograph illustrates how the bogies sit under the frame of the side sill as well as the tank mounting on WF 30117. John J. Bevan photo.



As mentioned elsewhere a narrow gauge oil tank has been added to WF 30117 and it conveys fuel oil between Leighton and Lenora. Below WF 30117 and Lenora Loco! Photo by Joe Moir (March 1975)

curing blocks for the wheels. Weights were fitted on the far end of each wagon to balance them when a loco was being carried. The loco was secured with one bogie on each wagon — this was to spread the weight of the unit, so keeping the axle load within reasonable limits up to a maximum limit of 25 tons.

The wagons carried their original numbers which were 30059 and 30060. They are now converted back to standard WFDYs, still with their original numbers.

Acknowledgements

A special thanks to Westrail for their search

and use of the photographs; to Jeff Austin for research along with Railway Transportation and the AMRM workers for their assistance. ■

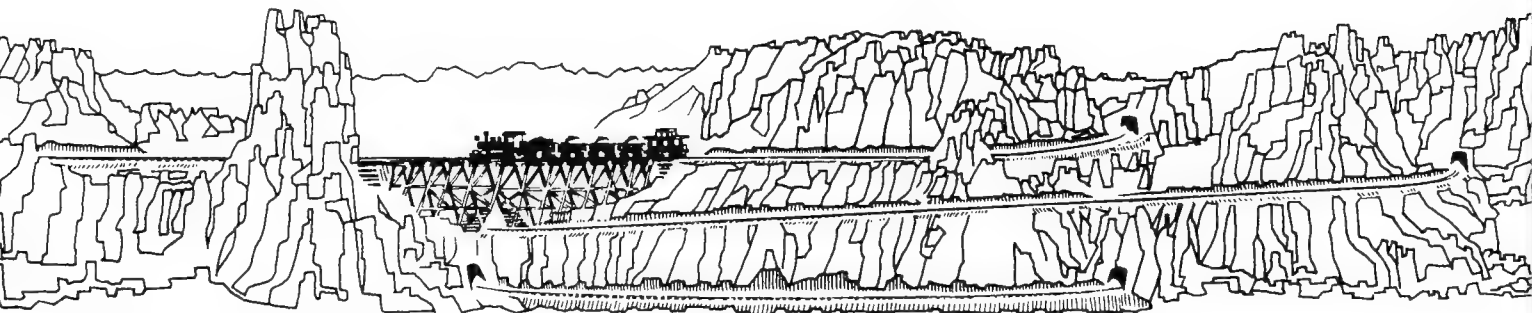
CLUB LISTING

The annual listing of Model Railway Clubs will be published in the December 1985 issue. Club secretaries/contacts should send the relevant details to the Editor, PO Box 4, Little Bay, 2036, by the 1st October 1985. — — Managing Editor.

DID YOU KNOW?

That clean holes are made in aluminium by punching rather than drilling? If you must drill, use plenty of lubricant, paraffin wax is excellent, and make sure the workpiece is clamped down so that it can't move when the drill breaks through.

Gordon Duncan.



VULCAN VALE – Part 4

On Playing With Plaster,

or

How to Thoroughly Muck Up a Nice Clean Railway Room and Tease the Termites!

Rick Richardson presents Chapter 4 of the Vulcan Vale Railway.



A typical scene on the Vulcan Vale in present day 1985. A Shay simmers quietly on the head-shunt at Pseudo, while the crew attend to urgent matters in the small building under the stairway. By medium of electronics, the engine **does** 'simmer' as it stands, and the Westinghouse equipment gently 'kerplunks' its quiet rhythm. The electronic components are actually in the water-gin coupled behind the locomotive, for there is precious little spare space in a Shay, and the bunker and tank are full of motor. Lance Perrin purchased a new On3 U.S. Hobbies Shay, regauged it for On30", then presented it to the Vulcan Vale — as a gift! We repaid his generosity by completely dismantling it and rebuilding it into a much larger machine. All that is left of the original model in this picture are the boiler and two domes, the bogies (with brakes added) and parts of the 2 cylinder engine. Practically everything else was scratch made by either Rick or Grant. And Lance didn't mind, in fact he is repeating the exercise on a similar Shay for his own Burnley Shire Tramway. This fine photograph was made by Mark Linhart, another Melbourne On30" worker.



Don't be discouraged when first starting to 'play with plaster' if things don't immediately go well. The 'instant expert after a single project' who claims this material is a dead easy medium with which to work has either been lucky or is a Michelangelo-like genius! Maybe he's also a liar? After all, if turning out exotic hand-formed plaster modelling across a layout was all that simple, the hobby would now be knee deep in magnificently landscaped railroads. And it isn't! Compared to most model railroaders, the writer has had a zillion more opportunities over the years to acquire and hone by trial and plenty of errors the manipulative knowhow needed to 'work' plaster. So to cheer the beginner onwards, take a look at some of the glorious mish-mash of rock forms produced in the search for a Vales of Vulcan 'style'. I had 25'0" of room length and two 13'0" long end walls to play with and I wanted to somehow capture in plaster the feeling of that so long ago 1952 perspective line drawing. And that, if you remember, was originally drawn with eroded termite mounds very much in mind! So here is an 8'0" long experimental section of 'Rick's random rocks and rubble' as it appeared in March 1980. Centre foreground, along the benchwork front, are crudely 'roughed in' shapes. On the extreme right, massive smooth 'blocks' still darkly damp from the application brush. At top left are some weather worn sandstone-like nested boulders and in the top right background is a vertically faulted cliff face and free standing column. None of this seemed to gell or click with the appearance of the original drawing until light finally dawned in the ol' lame brain. The individual rocks were generally 'overscale' for my limited space! So everything disappeared under a $\frac{1}{16}$ " thick final finish coat, transforming my mountainsides into the 1981 Vulcan Vale scenery illustrated elsewhere in this story. This photograph could well be included in a kiddie's picture book and titled 'Find the third choo choo!' One of them appears to have lost its way among the tumbled building blocks of the Vales of Vulcan. Photo by author.

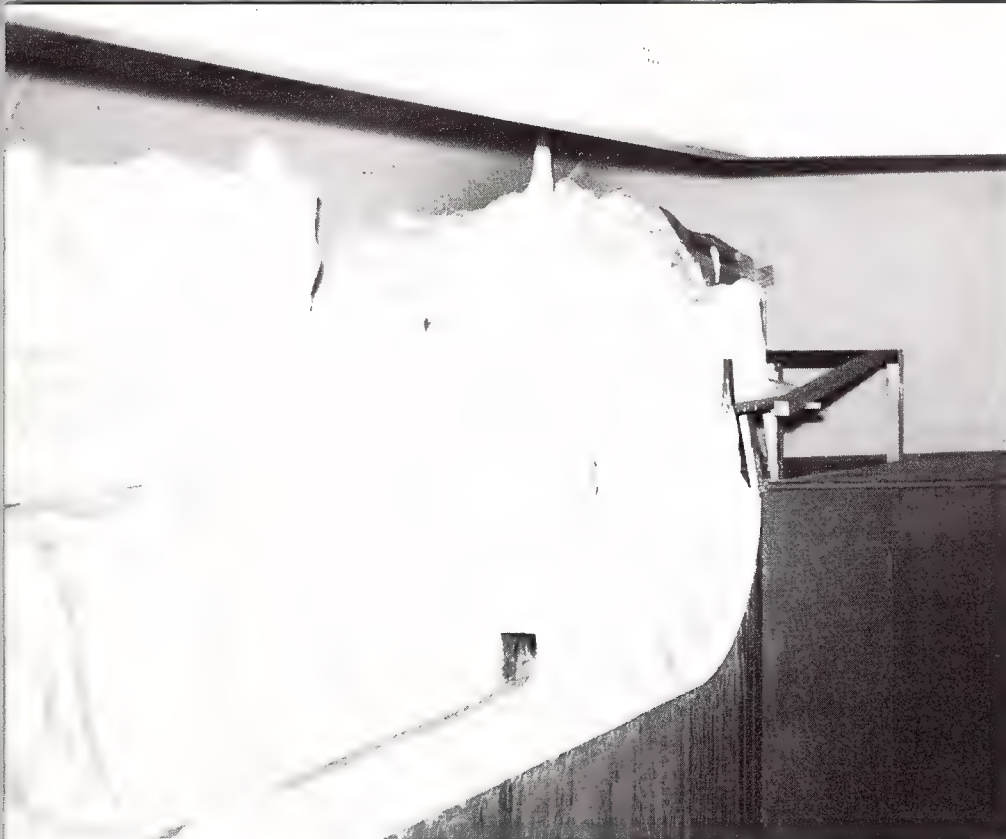
Of all the multiplicity of materials used in the construction of a model railroad, nothing can compare with plaster as an impending calamity on the way to a happening. If you propose to mess with this talcum-like stuff for the first time, then be resigned to one unavoidable fact — a wondrous mess is about to be made! In inexperienced hands plaster insidiously spreads itself around in apparent inverse ratio to the quantity used, whereas the more experienced worker, after years of practice, glories in his expertise and totally reverses this pattern. The more plaster he uses, the greater the resultant mess! Perhaps the latter statement seems an exaggeration? Well, you go take a quick look at the state of the floors inside a building under construction just before the tradesmen hard plasterers and/or plasterboard fixers complete their part of the proceedings. Building buildings is messy work and the messiest trade is plastering! This fact of life was, and to a great extent still is, applic-

able to model railroad plaster scenery construction, particularly in the initial 'roughing in' stages of a project.

Were I, heaven forbid, about to start over and build an identical Vulcan Vale, I would basically construct it in exactly the same way as previously described. Off and on for over 35 years the writer has experimented with all kinds of model scenery fabrications, some of which were, for a variety of reasons, real maverick makeshifts. Of all these non-model railroad dioramas, perhaps the most spectacular, because of sheer size, was a 12" equals one foot indoor hillside. 80'0" long, 30'0" deep and 20'0" high, this monster slope incorporated a spring-fed rock strewn creek terminating in a 10'0" high waterfall. This plunged into a picturesque pool surrounded by large rounded water-worn boulders 6'0" and more in diameter. The pool and these primeval moss-covered stone marbles were gracefully overhung by a number of plaster and sisal and

chickenwire 12'0" tall trees with life-like plastic foliage.

Picture the author, posed elegantly intent atop the largest and highest of these venerable tors, squirting a final mist of oh-so-delicate spray gun shading on the lower leaves of the trees. Imagine the uncontrollable rolling-about-the-floor hysterics of my watching helpers as, without warning, that two-day-old ancient rock biblically opened and quite gently and slowly and deliberately swallowed sprayer and spray gun into its capacious belly, until only a startled head protruded. In truth, there and then, in a tinkling cascade of $\frac{3}{16}$ " thick coloured plaster chips and silently collapsing screenwire, I lost faith in hard shell! It is admittedly a quick process on small scale scenes, and it would be a reasonable supposition that you won't want to walk or climb on your particular N scale railroad scenery. However, for larger scale or extensive small scale projects I still prefer the perhaps old-fashioned rigid frame and, for me, that



faithfully constructed wooden foundation for the Vulcan Vale paid off in a totally unexpected way, as we shall eventually see in a later issue.

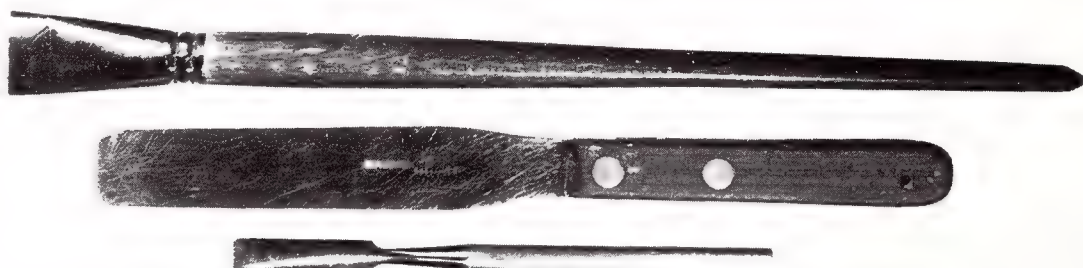
My railroad room had a polished hardwood floor. I had personally laid that floor, sanded it to a silky smooth finish with a hired floor sanding machine, polished it with tender loving care and kept it polished. I therefore wasn't about to slosh liquid plaster and water all over it. The best no-cost floor protection during the initial application of plaster to a layout is two or three thicknesses of overlapping newspaper laid under and around the area to be worked on. The newspaper soaks up run-off water, which plastic sheeting won't, and wet sloppy plaster dropping from a height doesn't penetrate paper as it often will a woven cloth. After the scenery screenwire is coated with a thin unbroken skin of plaster and no further fall-through of water or plaster is possible, the paper can be picked up, set plaster splashes and spills and dribbles and all, and burned. You can't sensibly burn plastic or cloth drop-covers after each use, and hand picking plaster off cloth is hardly a joyous occupation.

Some visitors, and no doubt readers, appear puzzled about 'the stone blocks' on the Vulcan Vale, and how they were made. These photos show what is **under** those 'blocks' and illustrates the 'blocks' prior to final placement.

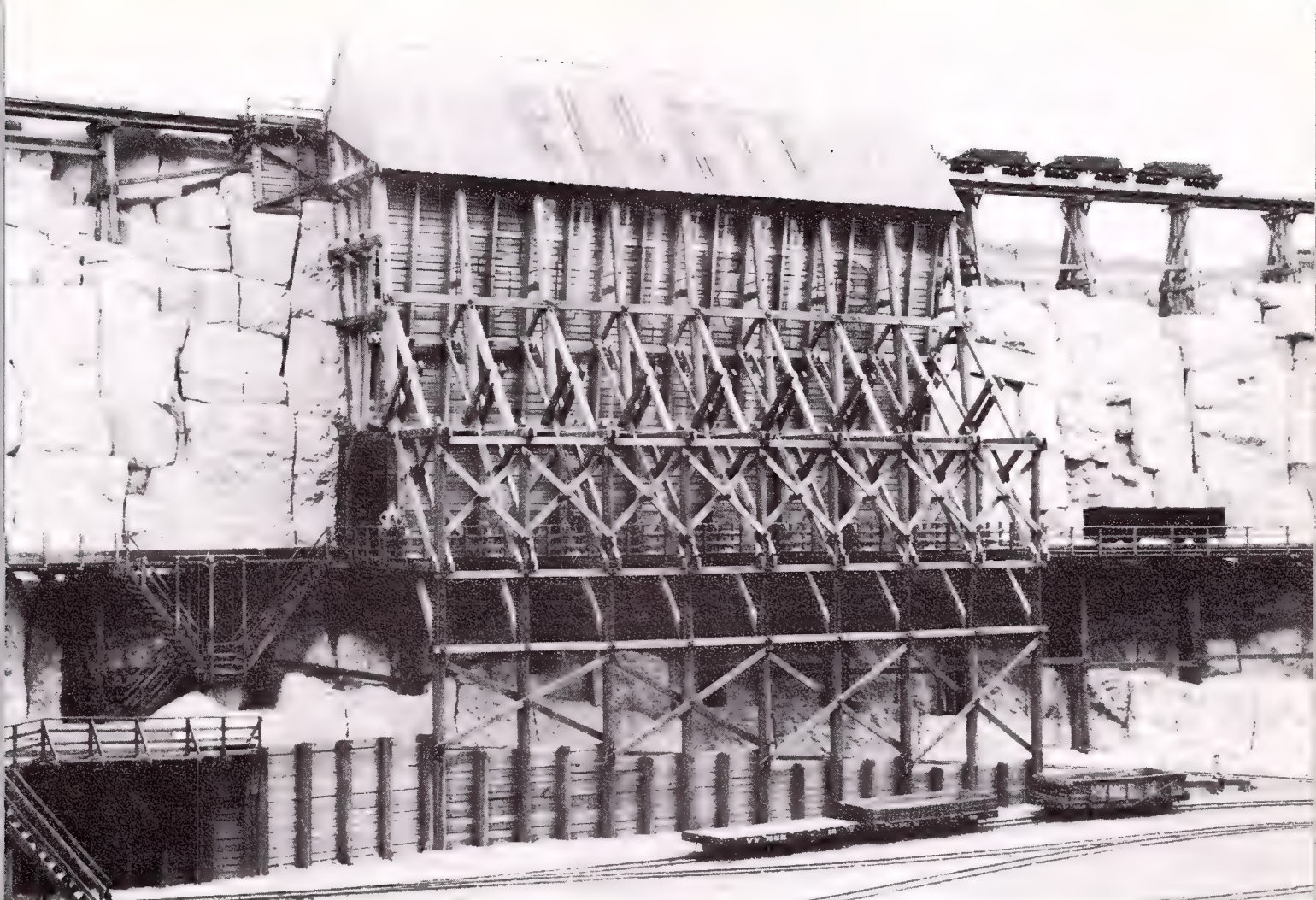
The photo to the left, taken by the late Bryan McClure, illustrates that beneath the present day 'blocks' is this plain white stopping plaster coat — which remained as seen here from about 1957 to around 1981, at which time scenicking was started again.

The blocks **are** real plaster cubes, about 2" to 3" square, and seen here (in the lower photo) are slowly drying out before storage. From this raw material comes the graded ballast for Vulcan Vale trackwork, and broken rock of varying sizes to simulate rock slides and similar features.

Why make rock? Well, it is almost impossible for a modeller to break real rock, even soft sandstone or mudstone, into premeditated sizes for a particular project. Plaster cubes such as these break easily if placed in a cheap plastic mixing bowl and tapped with a light hammer. Real rock is unpredictable when colour is applied to it. Plaster and sand 'rocks' such as these cubes always behave as one expects in this regard. And almost importantly of all, there is $\frac{1}{4}$ of a ton of plaster and sand on the Vales of Vulcan. If real rock had somehow been used, there would have been something like tens tons deadweight on the layout framework. Author's photograph.



The rockwork of the Vales of Vulcan is hand made throughout using three tools only. A $\frac{1}{8}$ ' wide flexible stainless steel spatula with which to mix and lift the plaster from the mixing bowl to the work surface, a 1" wide flat hog bristle artist's brush to apply, shape and texture the 'rock' and a $\frac{3}{16}$ ' wide stainless steel dental chisel, used to occasionally modify the half set plaster face. The bristles of the brush have been shortened by about $\frac{1}{4}$ " with sharp scissors. This decreases the natural 'spring' in the hair, and facilitates 'working' the steadily setting and stiffening plaster/sand mixture. Photo by John Richardson.



The 'stone blocks' photograph (Opposite page — lower left) was made on January 5, 1981, and shows the future site of part of Pseudo yards, at that time containing just one single line of temporary track, smothered under drying cubes of plaster. The then newly completed back ground cliff-face has not been altered too much since then, and no weeds or moss or stunted trees seem to have germinated. But look at the industrial developments which have taken place on and near that equipment! Precisely four years later to the day, on January 5, 1985, a different photographer quite accidentally selected an identical viewpoint to illustrate the scene, and nobody was aware of the date coincidence until selection of pictures for this story began. Ellett's Southern Elixir Mine has constructed a steam tramline from the mines outside Pseudo, and stockpiles their ore in this bin. A similar tram draws ore as required for grading in Perrin's Mill, from whence the Vulcan Vale hauls it over the mountain to Charade. The upper track is about ninety scale feet above Pseudo yard level, and operates automatically. The mid-level line operates on auto or manual control as desired. The lower inclined track is the mill connection to the Vulcan Vale. The ore bin lifts out in its entirety for track maintenance. Additional ore cars have since been assembled, painted and lettered for both tram roads, and tiny 0-6-0 and 0-4-0 steam engines now trundle importantly along these busy lines. perhaps their coal smoke prevents the expected greenery from appearing between the rocks? Photo by Mark Linhart.

When spreading newspapers around and under an about-to-be-plastered project, be aware that sloppy plaster will sometimes splatter a surprising distance outwards and upwards from the paper covered floor, even if it drips and dribbles through the screenwire from an elevation of only a couple of feet. Tape single sheets of paper to nearby walls, pipes, furniture, and anything else likely to collect splashes. Your own legs can be down there in the plaster splash zone too. So wear something elderly and unloved which can, if necessary, be discarded after your initial efforts as a plaster craftsman, because set plaster won't wash off walls, clothing, or you. It must be scraped, rubbed, or picked off, and getting it out of a woollen sweater is virtually impossible. Take warning. Should you be the proud possessor of hairy legs, don't wear shorts when playing with plaster. I saw a hirsute-legged guy spill a half bucket of thin plaster down his unprotected extremities. Watching him pick off pieces of that second skin of set plaster which, of course, simultaneously plucked the leg hair out by the roots, caused hilarious fun for everyone present except the owner of the legs and the hair.

The plaster used to apply a thin, fairly hard impermeable crust over the screenwire on the Vulcan Vale was called stopping plaster. It was and is so named because that is precisely what it was intended and mostly used for, 'stopping up' or levelling large holes, cracks, joins and

other imperfections in fibrous plaster and plasterboard panels, and repairing damaged areas in hard plastered interior surfaces of buildings. It is different material to that used for the initial hard plastering of a masonry wall. Stopping plaster cost 6/6 (65 cents) for a 60lb paper bag in Melbourne in the 1950s, and is still freely available in 1984 at \$9.50 for a similar sized 40kg bag.

It took about 3½ bags of plaster to get a continuous coat over the whole area, although almost ¼ of this went to waste in dribbles and spills onto the roadbed, scrapings of set plaster from the mixing bucket and the multitude of dabs, splatters and runs that initially cascaded through the screenwire onto the paper protected floor. Stopping plaster sets or 'goes off' in five to eight minutes, depending on how it is mixed and used. This was about time-right for the rough cover coat about to be spread on the Vulcan Vale scenery base.

How to mix the plaster? Put about 3 litres of clean cold water in an ordinary plastic bucket. Using two cupped hands, ladle plaster from the paper bag and funnel this powder through the hands into the water until a pointed cone of dry plaster appears and protrudes a couple of inches or so above the water surface, looking rather similar to those classic pictures of a Japanese snow capped Mount Fujiyama. Allow this plaster peak to soak up water undisturbed for around a half minute then, using a flat wooden mixing paddle about 4cm wide by 1cm

thick by 45cm long, stir the plaster into the water for at most 20 seconds, but no more. This should result in a mixture alike in consistency, but not taste, to thin runny slightly clot- ted cream. Apply this to the screenwire but with no further mixing with the paddle. If stir- ring is continued the plaster will quickly begin setting and within a minute or two there will be a third of a bucket of useless rock-hard plas- ter, which is hardly the outcome desired.

The quickest and easiest way to apply and spread liquid plaster on screenwire is with a 10cm wide paint brush. The less expensive kind sold for use in staining fences and trellises and similar artistic endeavours is suit- able for the 'once only' use required on the av- erage O scale layout and can be discarded after the preliminary coatings are completed. Don't try using a brush left lying around since the house exterior was last painted seven years ago! The work worn and shortened bristles in such a tool will have little remaining flexibility and will probably additionally be stiff- ened with dried paint in the heel from the last time it was left standing for weeks in a can of slowly evaporating rusty water! This tired im- plement will promptly clog with plaster and be- come as shapelessly useless for the purpose as a table tennis bat inside a boxing glove.

A longer bristled fresh new brush will simi- larly clog as the adhering plaster begins to set, but it can be cleared by quickly working the plaster-stiffened bristles, with a stabbing ac-



An unusual and seldom seen view of the Pseudo portal. The inquisitive camera has foreshortened the scene, but clearly shows that the trestle piles and bents have yet to be 'bedded' into the ground, and that the tunnel and overhead timbering lack suitable 'smokestaining'. The portal is based on a similar bore on the now long gone 3'6" gauge industrial steam railway of the Australian Portland Cement at Geelong in Victoria. The turnout in the foreground is out of convenient reach, and is therefore motorised. Engines are still working hard up a 1-30 grade at this location, and they erupt from the tunnel with a most satisfying bellow of electronic steam sound and fury!



Noon sunlight bathes ancient woodwork where men are men — and it probably smells like it! There actually is a 'one-holer' behind the screen fence — and a suitable trough! Mill workers, railroad staff, and male passengers rub shoulders together at this typical facility. Feminine customers are catered for in more salubrious surroundings in Pseudo station nearby. Which is a bit difficult for the ladies, because we have designed and drawn, but not yet constructed, that building!

tion, under water against the inside wall of a two-thirds filled bucket of water. Much of the partly set plaster will thus be dislodged from the flexing bristles and swilled away under the water. It may be necessary to quickly clear the brush in this way two, three or even four times during the application of a single mix. Then, as the plaster in the mixing bucket sets beyond brushing consistency, drop the brush into the wash water bucket, scoop up the remaining handfuls of the now quickly setting and progressively lumpier mix and apply this to the work with a sweeping motion of the hands. It all sounds a bit complicated and hurried, but in practice is very simple indeed and there should be little or no waste left over in the mixing bucket once you have mastered the technique, if it can be dignified by such a name.

Before repeating the process, scrape and clean the mixing bucket and mixing paddle and knead and rinse clear of set plaster the bristles of the plaster application brush. The reason for this enthusiastic cleanliness is that old set plaster in the mixing bucket or on the mixing paddle will appreciably shorten the setting time of freshly mixed plaster. The bucket and utensils don't require to be squeaky clean each time but should at least be free of caked set plaster from previous mixes. It goes without saying that clean water must be used for each mix, not water from the clean-up bucket!

Common household plastic buckets will serve quite well as mixing and water containers and four are required. One to hold fresh water for the plaster mixing, the second in which to actually mix the plaster, the third partly filled with water in which to wash the brush and the operator's hands, and the fourth in which to deposit the scrapings and any other waste set plaster. At completion of the project, put this slush-like debris into a plastic bag and dispose of it as garbage. For heaven's sake don't flush it down the drain and don't bury it in the garden, for it will respectfully clog the drains and will certainly not rot away in the soil.

Don't overwork the plaster mix. A typical example of overworking is taking the last handfuls of almost set plaster from the bottom of the mixing bucket and forcing the mixture back into paste form by hand pressure as it is smeared back and forth onto the work surface. What, in fact, happens in this situation is that

the crystalline structure of the near-to-set plaster is destroyed just as it is chemically and structurally poised to become a hard rocklike mass. A fair analogy would be a human when a sneeze must be stifled! Anyway, plaster so mistreated will get its own back on its tormentor by very slowly drying out to a chalky structurally weak skin with a crumbling powdery surface.

If it has been really and brutally mishandled, such as adding an extra slurp of water and trying to remix this into an existing half set batch, plaster will spitefully refuse to set at all and will lay sullenly wet over your lovely layout like a blanket of unrisen grey dough. No amount of on-the-knees hand clasping supplication or frothing at the mouth threatening calisthenics will entice the unforgiving stubborn stuff to set. Plaster is cheap, even in today's expensive world, so discard the remainder of a too quickly setting batch if in trouble with a complicated bit of scenery cladding and make up less in the succeeding mixes. An unfailing sign of healthy happy plaster is that as it sets hard on your project it becomes appreciably warm to the touch. If it stays cold and feels clammy and greasy you have been overworking it.

Well, I lined up the necessary buckets and began the alchemistic ritual of transmuting fine white powder and plain cold water into a rigid hide for this ageing new railroad. For once, nothing went wrong! But then, no particular skill was required, the whole process being nothing more than a repetitive 'mix, spread, clean utensils' routine. Each mix covered about one metre square of surface to a thickness of about 5mm, depending on the verticality or otherwise of the faces being overlaid, for obviously it is easier to plaster a horizontal screenwire surface than a vertical one.

Once under way, the application of each new batch was started at the approximate centreline of the preceding area so that the average thickness of the final coat was around 10mm, applied in two distinct layers. This manner of 'overlapping shingle' plastering seems to result in a more uniformly thick covering than attempting to apply a single heavy coat, although I can't explain why this is so. If difficulty is experienced in coating vertical, overhanging, or undercut formations, avoid these areas with the plaster brush and work on less

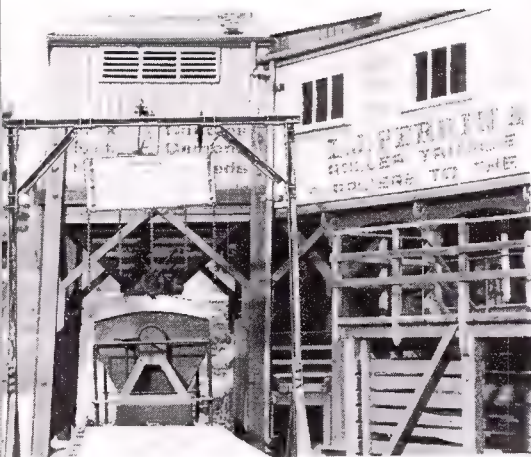
steep surfaces until the plaster in the mixing bucket has set to about the density of very soft butter. Now use your hands as flexible trowels and, as earlier described, apply this thickened goo to any awkward areas, remembering in the enthusiasm of the moment the earlier caution about excessive working of setting plaster.

It took me three evenings to clad the entire layout with this first enclosing coat and a fourth to clear away the surplus material on and under the project. Plaster had cascaded like albino lava down the steeper valleys to solidify in thick round-edged puddles on the road-bed, from which the track had prudently, if reluctantly, been removed. It had dribbled in hundreds of tiny wriggle-tracked rivulets down the benchwork faces onto the paper covered floor. Underneath the framework, in the suddenly dark and still damply humid sub-space, were suspended dozens of fragile, delicately formed plaster stalactites which it seemed almost vandalistic to destroy. While reflecting that if I ever needed ersatz stalactites, the normal contrariness of inanimate things would unfailingly surface (thereby ensuring that marvellous accidental specimens like these could not be deliberately reproduced), they were brushed away to shattered oblivion.

Now the Vulcan Vale had a skin to hold its insides in and at long last looked, in a pallid new-born kind of way, something like that original perspective drawing. But there certainly wasn't much detail in those freshly created hills, valleys and ledges, the whole scene offering the viewer little more than a hard lumpy rind of chalk-white plaster. However, I held a long cherished private theory concerning the transformation of those bland surfaces into magnificent prune-wrinkled rock faces, a hypothesis now about to be put into practical effect — or so I thought!

It was not by accident nor artistic whim that the 1952 sketch used thus far as a guide in working up the layout overframe and basic plaster jacket was drawn with emphasis on vertically eroded and channelled surfaces. No, here was an example of the writer at his most obtuse best, for the topographic style of that drawing was based, believe it or not, on ant hills! And, to explain this apparently strange aberration, we must take an anachronistic leap backwards in time to 1947.

Perrin's roller mill, which sort of 'grew like Topsy'. As business increases, just add a bit more building, wherever it will fit. The mine-tram tunnel at top right is now concealed by a convenient alteration to the unfinished rockwork. The boiler house at the left is clad with corrugated iron as a lip-service to fire prevention. Townspeople reckon one day the whole lot will go up in smoke — when there's enough fire insurance on it!



This is an engine crew or shunter's view of the waste-dust hopper at Perrin's mill. The car in the foreground is a flatcar being used as a 'reach' car to spot the steel dump-wagon under the hopper mouth. Lance Perrin provided the lettered warning sign. Grant Richardson built the hopper mechanism and the rail-built gantry supporting the swinging sign and dangling tell-tale chains. Vulcan Vale management is very safety conscious!

Additional photographs by Graham Ball, Bob Gallagher and Ian Thorpe.

Perrin's mill leans in various directions — all at the same time. The gable roofed structure in the left foreground is the dust house, and the support legs have since been settled into the ground surface. The main roof of the building is removable for track and electronics access.

For it was then I had first noticed some of the ant hills scattered throughout the lightly treed bushlands near Melbourne were miraculously detailed miniatures of full size rock formations. The termites which build and occupy these towering condominiums are colloquially called 'white ants', though they are neither white nor ants and the correct terminology for their mud-like ramparts is 'mound'. Anyway, these constructions have soaring flying buttresses, craggy towers, blunt spires, shouldered bluffs and some even have shallow cave-like recesses round the base. All of it additionally sculptured by sun, wind and rain, for an individual hill can exist for half a century.

In the lonely quiet of the Australian bush nearly 40 years ago it seemed a most superior flash of inspiration. Decapitate selected ant hills at ground level and set them up side-by-side as instant rock formations for an O gauge railroad. That initial idea lasted about as long as it took to chop a hill free of its foundation with an axe. Apart from the fact that one million termites took instant exception to this exhausting

activity on my part, the finally loosened edifice turned out to be so heavy it was even difficult to capsize the thing. At any rate, having examined the seething mass of wood chomping crawlies inside, it seemed politic to leave them safely in their own territory — a reassuringly long way from mine!

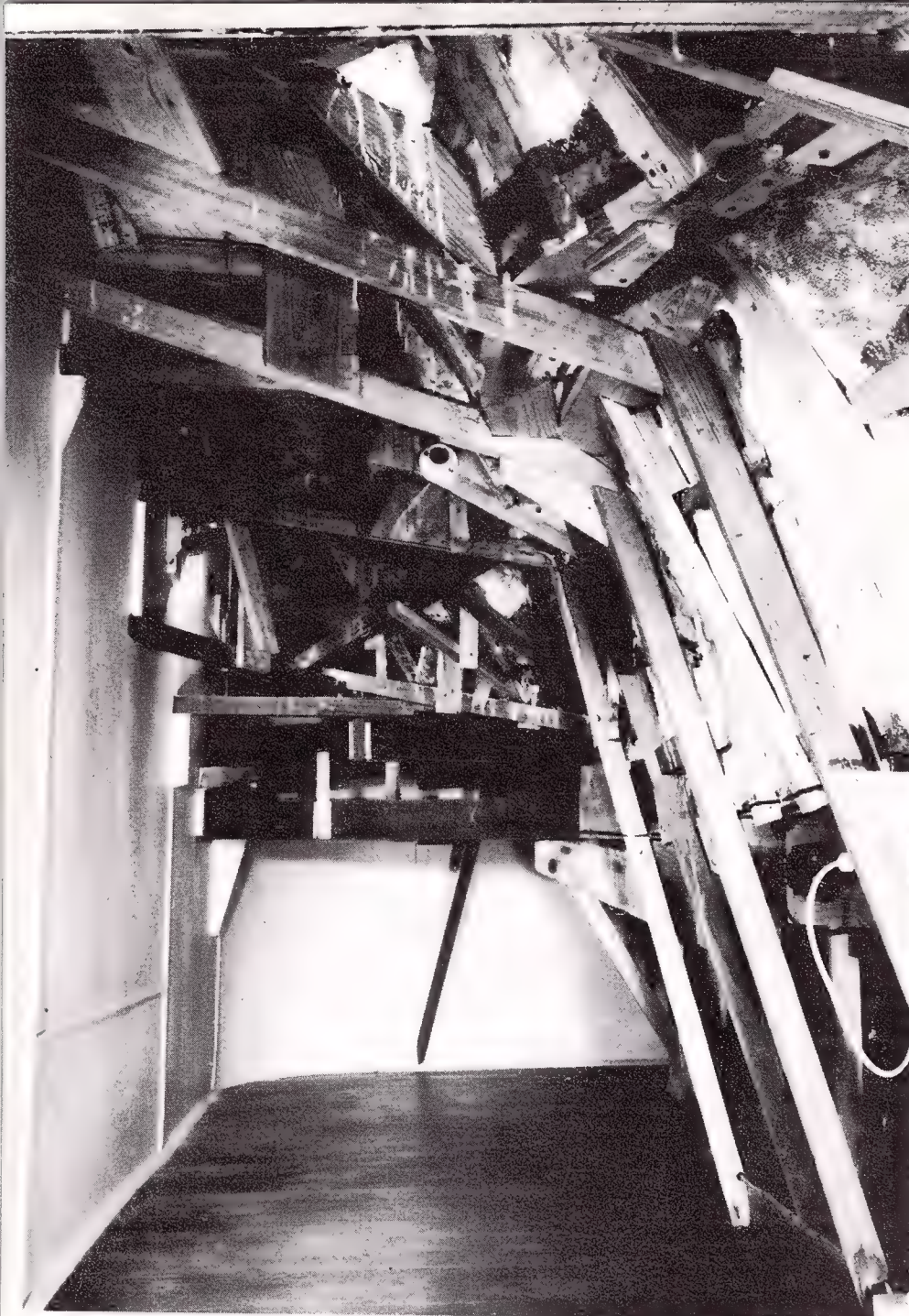
But no bunch of dumb ants was going to thwart this inspired notion so, in the manner of the coyote eternally pursuing the road runner, the scene was revisited yet again, this time with a helper and a double ended two-man saw. The new idea was to carve two inch thick steaks of the delectable outer detail from the carcasses of suitable ant hills, leaving the inner cores to the rightful inhabitants. It didn't work! The large teeth of the 5'6" long saw incessantly jammed in the maze of interior cavities, causing the blade to flex and no matter how carefully we operated that saw, the part-cut slices of ant hill 'mud' just kept right on shattering into useless fragments. Remember, this was 1947 and there were no easily portable chainsaws as there are now. But, aha,

there WAS a rubber moulding process and if the mountains refused to be moved to have their likenesses preserved, then I was quite prepared to go to the mountains for that purpose.

A curious aspect of the foregoing mini dramas was the fact that I then had no layout on which to install ant hill rocks, or anything else for that matter, as scenery. The whole exercise was just pure experiment against the time when building of the High Valley O gauge railroad in a then future new house would be possible. And you and I, with the benefit of hindsight, already know what happened some five years later to that doomed proposal.

So, in all innocence, off I went to the National Museum in Melbourne where I was being instructed in the mysteries of wax modelling. Only the previous month I had seen a senior preparator at that august institution make a perfect mould from a small anesthetized snake, using a cold quick-setting latex-like solution. Would that dun coloured liquid make suitable moulds of ant hill detail out





This is why the 'Vales of Vulcan' cannot fall down — and neither can the building containing them! The 10'0" of wall framing under the left hand lining had rotted away, but this mass of layout framing held the building together. The dark stains in the floor at extreme left are the only evidence remaining of that near disaster. Photo by John Richardson.

Editors Note: An explanation of how the mountains of Vulcan came perilously close to a cataclysmic end in 1978 is included in Chapter 6 of this story (Scheduled for the February 1986 AMRM, Issue No. 136).

in the hot and dusty bush, from which to subsequently produce casts in plaster? Sure it would, and I was given a practical demonstration on a termite mound stored in the musty catacombs below street level, among a million other reserve treasures which never see the light of day. For museums, like banks and Fort Knox, conceal the greater part of their garnered wealth from the gaze of the common herd!

Secure in the knowledge I could make pliable moulds any time I wanted to, we now leapfrog back over the heads of a decade of years to 1957. The Vulcan Vale stone manufactory is about to start its first production run of the termite designed rock faces needed to beautify that railway's newly plastered surroundings. Predictably, something seems to have gone wrong, as it nearly always does! This time, the foul up is over one very simple fact — there aren't any moulds available from which to cast the plaster detail. And there aren't any moulds

ready for use because that cold setting 'rubber', so effective ten years earlier, has not been produced since the first years of World War II. The small British chemical plant which made the stuff was then utterly destroyed by a German bomb, and the last stocks of that material were sold out by the sole Australian importer some time in the early 1950s.

Oh yes, there certainly was an alternative flexible mould material available, from a different manufacturer. It was a two part slow-curing ever sticky concoction that smelt something awful, as did the hands and clothing of any unfortunate soul required to use it. It didn't work very well, particularly 'in the field' and it cost one arm and two legs plus tax to make up a one pint quantity. Apart from these drawbacks it was an excellent product, although the fact that a minimum of one gallon would be required to make the Vulcan Vale moulds came as something of a shock.

Why hadn't I enquired earlier about the

availability of the original moulding material? Well, my youth was spent in the calm of the years prior to 1939. In the 1930s goods and services were 'always there' and after the upheaval of World War II, the late 40s and early 50s tended to settle back into this same comfortable tranquillity. In this atmosphere, it seemed sensible to presume that a 1937 product available in 1947 would assuredly still be obtainable at about the same price in 1957. Well, you can all go home, because the ant rocks moulding and casting demonstration is not on. At the price now quoted for the new slow and smelly medium, I'd far sooner hand model and carve the rock faces myself. What brave, brave, unintentionally prophetic words they were in that fine new world of then. And so much for the best laid plans of mice and men and a slightly wiser me! ■

Previous Chapters in this series.

Chapter 1 April 1985, Issue No. 131
Chapter 2 June 1985, Issue No. 132
Chapter 3 August 1985, Issue No. 133

SOME GOOD REASONS for HITTING THE BOTTLE

or

WHY MORE AND MORE MODELLERS are RESORTING TO THE GAS BOTTLE

One of the most useful implements a modeller can acquire (apart from a second pair of hands) is an air brush.

A reasonable quality air brush can easily carry a price tag of around \$100. However this is just the beginning, as a method of supplying a constant flow of moisture free air must also be found if the full potential of any air brush is to be realised.

The usual method involves connecting the air brush to an adequate strength compressor which is fitted with an air reservoir, regulator and water trap. This method can easily entail a further outlay of \$200-400 on top of the cost of the air brush itself.

An alternative method which avoids the initial high cost of purchasing a compressor is to power the air brush with bottled gas.

Bottled gas (normally CO2 is used) can be obtained from Commonwealth Industrial Gas (CIG). First you will need to establish an account with CIG in order to obtain a plastic account card. This is really a permit to hire their gas cylinders which, for safety reasons, always remain the property of CIG.

Armed with this card you can then hire from any CIG outlet a bottle of gas.

The current cost of a large E cylinder of hospital grade CO2 (moisture free) is \$36.00 per year which includes the first charge of CO2. The bottle can then be re-filled at any time for \$11.00

You will still need a regulator (\$64 approx.) before you can start spraying which, for the benefit of home unit dwellers, is almost totally silent.

Experience has shown an E bottle to be sufficient to airbrush about 30 locos.

The economics of the bottled supply vs the compressor would depend on how much spraying you intend to do. Obviously the higher the volume of work the more attractive becomes the compressor.

However, its ease of use, low initial cost and quietness of operation make the bottle option well worth considering.

Ron Cunningham

Based on information presented by Ian Dunn in his demonstration on painting brass locos delivered at the 1984 Rockdale mini convention



MODELLING W44 — THE CONCENTRATE TRAIN

Phil Collins discusses the modelling of N.S.W.'s most famous goods train.

One of the most spectacular railway working events seen in this country occurred in the early 1960s between Molong and Orange in the Central West of NSW. The working involved the use of double headed AD60 class Garratt

Above: *Silhouetted double Garratts on W44 at Borenore.*

Below: *6017 leads the double headed W44 through Amaroo station. It is interesting to note that two BWH wheat hoppers have been added to the consist, in front of the tarped GCs. Both photographs by Graham Ball.*

locos hauling 1000 tons (now 1020 tonnes) of zinc concentrate over almost continuous 1 in 40 grades.

The July 1985 issue of Roundhouse, the journal of the New South Wales Rail Transport Museum, contains an article by Ray Love entitled 'The Concentrate Train'. The article is in the style of the series 'Byways of Steam' in the same journal and is one of the best articles on steam operation yet published. Ray Love made photographing and documenting the history of this train one of his major tasks during the 1960s. Now we can share his interest and enthusiasm for his subject by reading 'The Con-

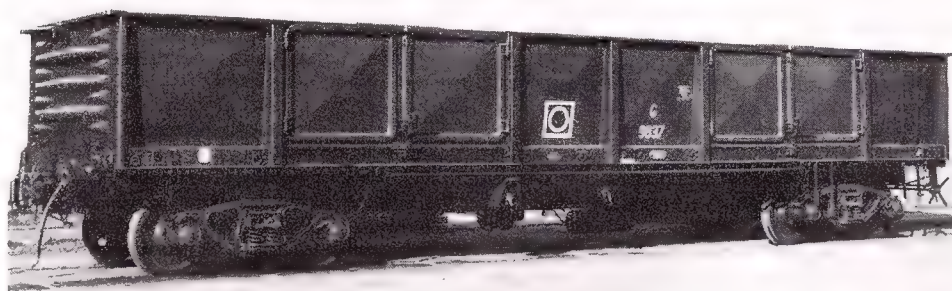
centrate Train'.

The purpose of this article is to complement Ray's article by discussing the modelling of W44. Accordingly, you should first obtain a copy of the July Roundhouse and read it thoroughly, then read it again. If all of this sounds tempting and you have not got a copy of this particular Roundhouse then, while you are waiting to get it, I will attempt to outline the article with an extract from Ray's article. Roundhouse can be obtained from the NSWRTM, P.O. Box 31, Burwood, N.S.W. 2134 for the cover price of \$2.50 plus postage. Additionally, most enthusiast shops and hobby shops stock





W44, double Garratt hauled, between Molong and Borenore. The first three vehicles show GCs with both top clasp 2AS bogies and original 2BP Bettendorf style. Photo by Graham Ball.



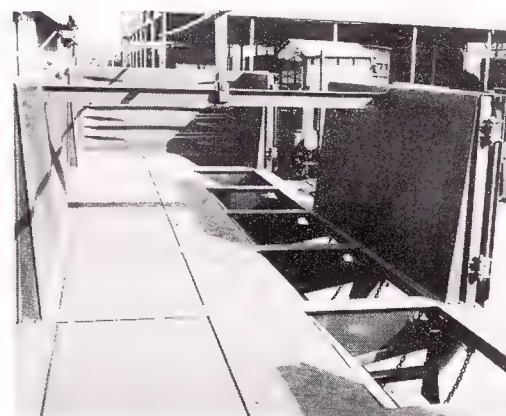
G 9837, the original G wagon kit, built by Clyde Engineering from parts supplied by Waggonfabrik Talbot in Aachen, Germany. The position of the yard brake can be clearly seen on the right hand end of the wagon. Not so visible is the underfloor door opening device, which is adjacent to the knuckle coupler, on the end of the wagon. Photo by courtesy of the State Rail Authority of New South Wales.



NOGF 1372 is a modern day G wagon, loaded with scrap metal at Sims' St. Marys plant. Phil Collins photo.



Although painted PTC blue, GP 2919 still has the red sided corner posts. This photo, take at Broken Hill by Phil Collins, illustrates a fully modified GP wagon, and the shadowed underframe shows the position of the equalising reservoir.



Very few have ever seen the underfloor doors of the 40 ton G wagon, so the photograph is included as proof that they existed and that they were sometimes open. Readers must remember that for most of their careers, while the G wagon had underfloor doors, they were welded shut. Photo courtesy of the State Rail Authority of New South Wales.

Roundhouse.

PROTOTYPE

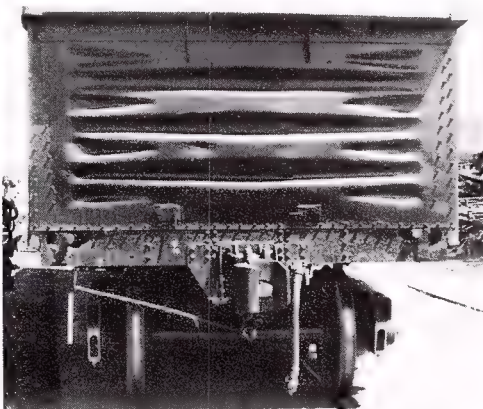
Extract

During 1959/61 a new zinc/lead smelter was built at the Sulphide Corporation Plant at Cockle Creek near Newcastle. Accordingly, a need arose to transport high grade zinc and lead concentrates from the Broken Hill mines to Cockle Creek. The timing of this need followed the post-war introduction by the NSWGR of new steam and diesel locos of increased power along with new high capacity bogie rollingstock.

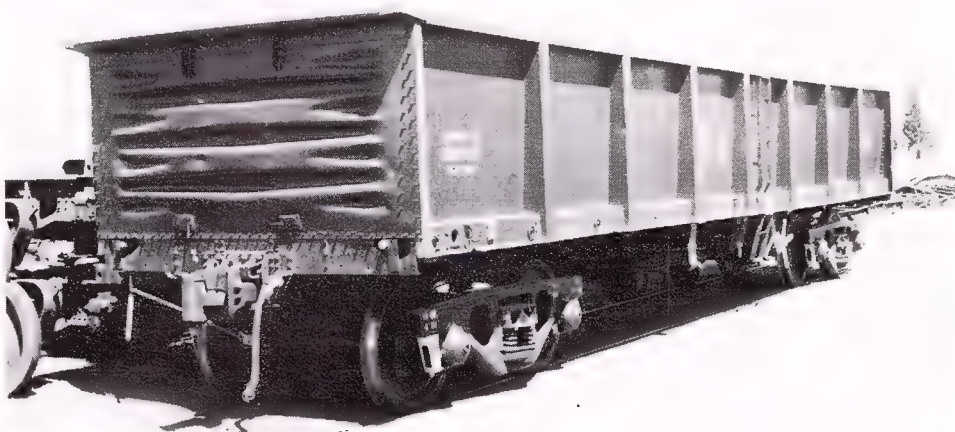
Following trials in February 1961 a regular timetable addition was made to include train number W44. This code is typical of the way railway administrations identify trains. The W indicates a Western Division train and the 44 tells us it is an Up train (operating towards Sydney) by virtue of its even number. Few, if any, trains have been 'named' by their respective train numbers. We all know the Flyer, the Aurora, the Overland etc. but the subject of this train became known and beloved by enthusiasts as W44 or the Concentrate Train. The railways only knew it as another numbered train in the timetable.



4475 and 4497 run down grade from Polona to Blayney on 5/12/73 with W44. The vehicles are a mixture of GPs and modified CGs. Alan Templeman photograph.



The reversed dreadnought end of GP 1777. The practice of reversing the ends became common in the late 1970s due to the increased strength in the end generated by the modification. Phil Collins photo.



These two photographs illustrate the GP wagon in its fully modified state. Above is GP 1777 complete with the side of the corner post painted red and modified top clasp bogies. Note the 'RETURN TO BROKEN HILL' stencil applied to each end panel, and that the dreadnought end has been rivetted in place back to front. Phil Collins photo.

Below, NOHF 8316, complete with 2BZ (now BQA) bogies is being loaded with pit props, before returning to Broken Hill, and implied by the stencils on both end panels. While this wagon, photographed by Es Davies at Kendall in January 1982, has the standard dreadnought end, the 'circle in a square' (brake and speed) emblem does differ to that on 1777 above.

The operation of W44 involved movement of 16 new bogie type wagons conveying approximately 1000 tons from Broken Hill to Cockle Creek. The train left Broken Hill behind a single 49 class diesel electric loco. These units were then new to the West, built specifically to handle the demanding conditions of operations west of Parkes. Refer to AMRM July/August 1981 for an article on the 49 class. On arrival at Parkes, the 49 was replaced by a C36 leading an AD60 class Garratt. Sometimes the C36 was substituted with a D53. This combination hauled the train to Molong where the C36 was removed and a second Garratt attached in the lead for the demanding 23 mile (38 km) run to Orange.

At Orange both Garratts were removed, serviced, and the leading Garratt returned to haul the train to Lithgow. Lithgow saw the Garratt replaced by two 46 class electric locos and the train proceeded to Gosford via the North Strathfield triangle. At North Strathfield, W44 ceased to exist and became N645, a Down train working on the North. However, the train changed in number only. At Gosford the electrics were removed and steam again headed the Concentrate. Now a Garratt with a C35/C36/D50/D53/D59 leading was the motive power for the remainder of the journey.

The total distance of 780 miles (1200 km) saw some of the most spectacular steam working ever observed in Australia, probably ensuring this ordinary freight becoming one of the most photographed trains in Australia. As diesel replaced steam, particularly in the West, in the late 60s then the motive power of W44 changed accordingly. The 45 class replaced the Garratts, then the 44 class replaced the 45 class and so on. It is not intended to discuss the prototype as such in any more detail now. However, the loco rosters changed over the years along with the vehicles and it is sad to say that W44 does not run any more. These



changes will be referred to in the modelling notes following, so we'll be talking about locos and rollingstock not mentioned in the outline above. You will need to read the Roundhouse article to get the full understanding.

MODELS

Locomotives

Fortunately today there is hardly a modern loco class used by the NSWGR that has not been modelled in one medium or another. The principal and most important loco used on W44 was the AD60 class Garratt. However, if you are a low budget modeller do not despair, the Garratts worked the train for less than half of its journey. We have been fortunate that the 60 class was one of the earliest locos produced in brass.

Model Dockyard first produced an HO scale Garratt in 1966. The model represents the Garratt in its original form as delivered by Beyer Peacock. Later in 1974 and 1981 the model was re-run, each time including the correct

state-of-the-art technique in modelling but unfortunately not including the modifications made to the unit during service with the NSWGR.

Fortunately this is to be redressed by the production of another model, this time from Korea, organised by Mansfield Hobbies. This new model will represent the AD60 class as it worked W44, that is the modified version. Modifications include an extended coal bunker, sound tubes, and detail variations in plumbing and mechanical fittings. (For further details in modifying the AD60, see Roger Johnson's article in the January/February 1978 issue.) No other commercial HO models have been produced.

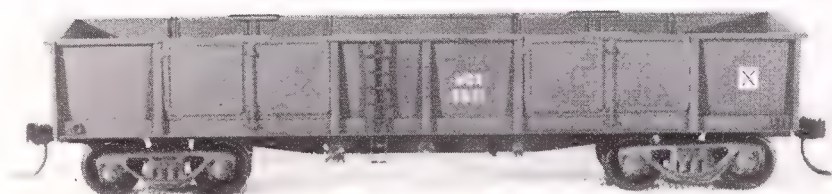
The 49 class diesel is another prototype that has drawn the attention of the manufacturers. However, in both cases, they were kits. Friedmont Models produced a polyester resin one piece kit, now marketed under the Iron Horse Hobbies brand name. Also a white metal kit is available from Bergs Hobbies. The 49 class has been reserved for production in



The original CG concentrate wagon is illustrated here in front of the guards van. Also shown is how W44 managed to get up the Raglan Bank, with a D59 in the rear. Photo Graham Ball. (16/5/70)



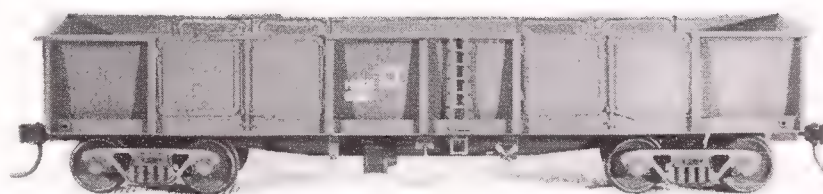
Fully modified CG 31821 loaded with pit prop 1978. Photographed by Es Davies, this



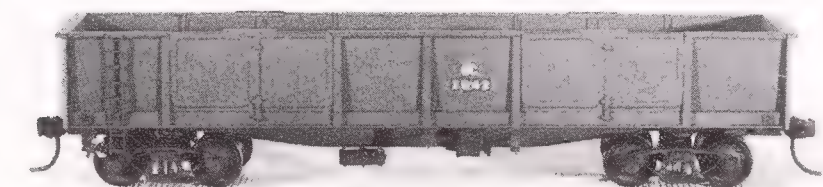
HGX 8911 is a Camco kit built up to represent a pre 1980 G wagon and is fitted with Prototype 2AQ standard ride control bogies which are painted PTC blue.



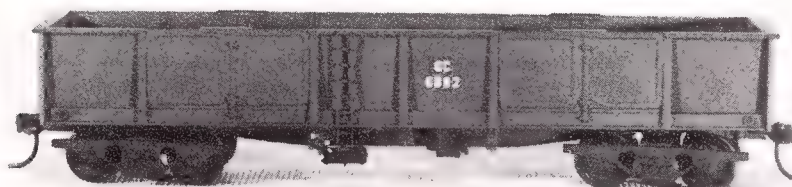
A Rails North kit was used to build GP 9798, Bettendorf



HGX 8961 is a Rails North kit built up to represent a pre 1980 G wagon. Roundhouse modern freight bogies are fitted.



GC 2024 was modified from a Camco G wagon kit to represent the GC wagon as first introduced to traffic, having the ladder and handbrake on the end panel. The sides for the corner posts are painted red, the equalising reservoir positioned centrally under the modified centre sills and the dummy air cylinder re-positioned, mounted on a base which is level with the lower face of the centre sills. The model is fitted with the original Bettendorf bogies which have round cap, plain bearing axle box covers. These bogies were obtained by modifying the old style Athearn sprung bogies.



A Camco G wagon kit was also used to build CG 6892 which represents the rebuilt CGs, prior to their conversion to GP wagons. Although the same under-gear modifications were applied, along with the sides of the corner posts being painted red, the yard brake wheel and the accompanying ladder and step are positioned centrally along the length of the wagon. On the prototype this modification was made possible by the removal of the once opening doors in the floor of the wagon. The bogies are 2AS type, obtained from Berg's Hobbies.

brass from Korea.

The C36 class 4-6-0 steam loco has been modelled five times. The first was a brass, scratchbuilder's type kit produced by Eames in the UK and organised by Aussi Kits. The ready-to-run market has been taken care of twice by Bergs Hobbies, the original run from Japan and more recently from Korea. Two white metal kits have been produced, the first a body only kit from Prototype and more recently a complete kit from FSM. All of these models cover the Belpaire boilered version appropriate to the modelling subject. To the best of my knowledge all are unavailable at present, although the first Bergs model is frequently seen on the second hand market at reasonable prices.

The 46 class electric is now available as a brass model from Bergs, and Freidmont produced a polyester body kit. The list goes on: 44 class from Lima, 45 class white metal from Bergs and brass from Mansfield, standard goods brass from Berg's and Mansfield's and white metal from FSM.

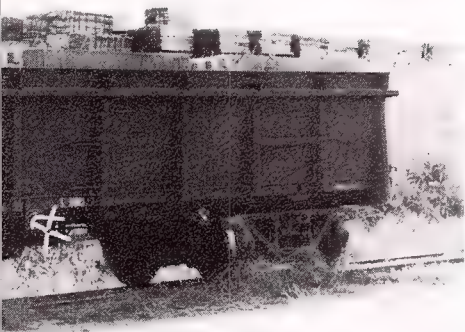
Unfortunately, with loco models, only the Lima 44 class is continuously available, all others coming in batch production so it is necessary to enquire at the hobby shops or in the classifieds in AMRM.

Adjusting a particular loco to how it appeared in traffic with W44 is a matter of colour, weathering and detailing.

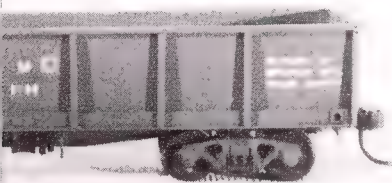
Rollingstock

However, the rollingstock has gone through a particular evolution and this article and the accompanying article on the G wagons (to be featured in a future issue of AMRM) will attempt to explain the various versions of the vehicles.

The first regular working of W44 involved the use of the first variation to the G wagon. The first of 500 G wagons entered service in 1950. The vehicles were delivered in kit form from Waggonfabrik Talbot, Aachen, Germany and assembled in Australia by Clyde Engineering in Sydney. The code given these wagons, for use on W44 was GC. The G wagon article will deal with the prototype details. From a modelling point of view, unless you are a super



the Herons Creek timber mill siding in January is fitted with modified top clasp bogies.



represents a fully modified GP wagon. Kadec's are fitted.

super detailer, the GC wagon is a G wagon as currently produced by Camco in styrene and previously available in epoxy from Rails North, and polyester from Freidmont/MRC and Econ.

Detailing a G wagon to a GC is a relatively simple process. The vehicle ran on 2BP bogies, Bettendorf type, with plain bearings. Currently a precise model of this bogie is not available but soon may be so. The wagon also should have the handbrake mechanism at the end of the vehicle as will be shown in the plan and with the air reservoir mounted low under the centre sill of the underframe. (The plan of the G wagon will be featured in a future issue — Editor.) All this means a G wagon as issued to traffic. However, some GC wagons were fitted with 2AS top clasp bogies and with the handbrake mechanism moved to the centre of the wagon. This was the first stage of the up-grading process of the concentrate fleet.

Painting the wagon is again relatively simple — standard weathered black with the four end posts painted red. The code GC etc. is in white on one of the two centre panels. Some of the GCs fitted with the 2AS bogies also had the first showing of the now customary stencil

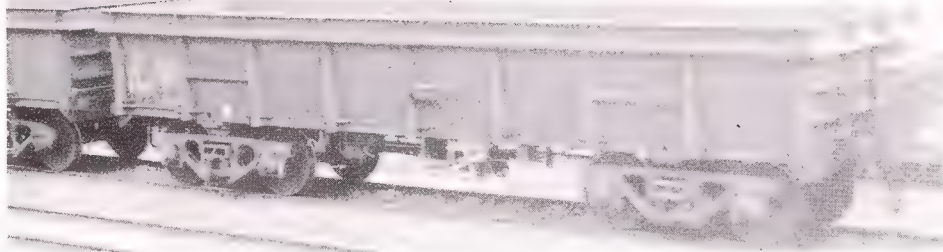
RETURN TO
BROKEN HILL
WHEN EMPTY

This appeared on the left hand panel as you look at the wagon. No photographic evidence is to hand on this matter but it is the strong recollection of one of the photographers. Tarpaulins or not depend on the year but they were brand new in 1961, that is canvas white, but not for long.

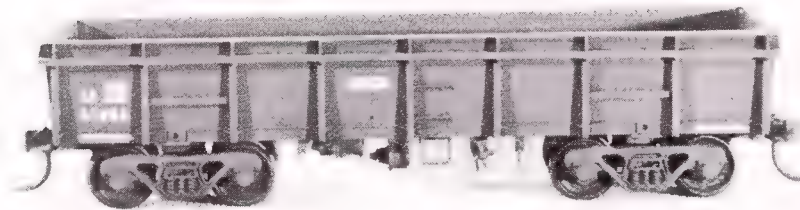
By 1965 the GC wagons were showing the effects of conveying the very corrosive lead and zinc sulphides. Accordingly, a programme of rebuilding began, resulting in a visibly quite different G wagon, now coded GP. Basically, this involved replacement of the remaining 2BP bogies with all 2AS roller bearing types and the removal of the previously sealed, bottom discharge doors and replacement of the previously out-of-use side doors with continuous panneling. The handbrake wheel location seems to have been left where it was. Those that had been moved as GCs retained the centre loca-



Fully modified CGs at Mount Druitt. Note the different bogies under each wagon.
Photograph by Phil Collins.



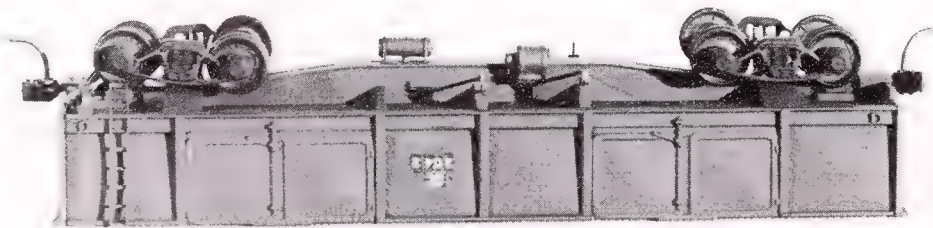
A Rails North kit was used to build the model of the CG wagon as initially put into service. The model is fitted with Prototype 2AQ bogies.



Again, a Rails North kit was used to build CG 31855, as modified with the strengthening channel welded to the top of the wagon. The bogies are Roundhouse modern freight type while the decals have been taken from the sheet that accompanies the AR Kits BCH kit.



These photographs illustrate the modifications applied to the underframe of the Camco G wagon kit to produce the CG models. First flanges, slightly oversized, were applied the full length of both side sills. The dummy brake cylinder, supplied with the kit, was then mounted on a base, which in turn was mounted level with the flanges on the centre sills. The equalising reservoir, which is a Cal Scale 14" x 2" casting, was mounted between and below the centre sill flanges.



tion; the remainder retained the end location. However, with no bottom discharge doors, the rather vulnerable location of the air reservoir was changed to a new location alongside the fishbelly underframe (see GP plan in future article). The paint scheme remained the same, black with red end posts and white lettering, including the Broken Hill stencil on the left hand end panel.

Models of the GP version are currently available in epoxy from Rails North. Again Freidmont/MRC and Econ polyester kits were produced.

The GP has remained virtually the same ever since, undergoing the usual change of colour from black to blue to red. Additionally the 'Broken Hill' stencil now appears on each end panel. However, one major change has been with the bogies. In line with the removal of the clasp brake bogie from the NSW system, it is now possible to find virtually any type of roller bearing bogie under a GP wagon. However, the most common types are the 2CF/2CO Bettendorf types fitted with Timken roller bearings. It is even common to see a wagon with a 2CF under one end and a 2CO under the other. The red end post identification remains despite the unique identity of the GP, even now that the Indian Red colour scheme is being applied.

However, the photo of a GP wagon in your photo collection is undoubtedly different. The above descriptions cover the majority of the 130 units originally converted. There are numerous deviations and GP 6940 is the ultimate

contradiction to this article; a GP with different bogies under each end, the handbrake in the middle and the ladder still on the end of the wagon. A photograph of this appears on page 28 of John Beckhaus' 'Railway Freight Wagons of N.S.W. — 1982'

The other major change in the concentrate vehicles came in 1968 with the introduction of 75 additional, purpose built concentrate wagons, coded CG. These vehicles are much smaller despite having the same load capacity due to the fact that weight not volume dictates the load restriction of concentrate. (A plan of the CG will appear in a forthcoming issue of AMRM.)

When issued to traffic the CG had the same 2AS bogies as the GP but the same changes have applied to the CG as to the GP in this regard. The only other change has involved the addition of a strengthening beam around the top of the wagon. The GP and CG were mixed together in traffic from day one of the joint operation.

Again we can thank Rails North for the current availability of a CG model and many Freidmont and Econ kits are around somewhere.

Initially W44 was to operate with one of the then new MHG steel brake vans but in later days this was not always the case. Trax, Main West and MRC are sources for MHG models.

Mn'J Decals No.2302 is for N.S.W.R. open wagons and includes the stencil 'Return to Broken Hill When Empty'.

W44 no longer operates as a separate train.

Nowadays a number of GP/CG wagons are included in any available train ex Broken Hill and remarshalled as required. No longer can we experience the spectacle of W44 on the rising 1 in 40 out of Borenore behind the twin smoke plumes of two Garratts — but with models and imagination we can relive the spectacle.

Acknowledgments

This article, like most in AMRM, is a joint effort and thanks are due to Ray Love, Alan Templeman, Paul Rogers, Wal Lane, Michael Kerry, Ian Dunne, Es Davies, Allan Brown, Bob Gallagher, Roger Porter, Chris Pratten, Graham Ball and John Woollett.

Additional thanks are due to the Publishing Committee of the NSWRTM for their co-operation in arranging the sequential publishing of firstly, the prototype, then the modelling article.

EDITOR'S NOTE:

While W44 no longer operates there have been at least two instances, in mid-July 1985, when block trains of concentrate left Broken Hill and passed through Parkes, indicating that, though not in name, the real Concentrate Train still runs occasionally.

The other proposed articles in the 'Modelling W44' series include coverage of the G and CG open wagons. These articles, which will include plans of the many variations of these wagons will be published in the near future.

MAILBAG

Sir,

I am writing to say thank you for such an informative and well produced magazine.

I was also wondering if anyone would know what the colour scheme of the Newnes Shays was? I have just kitbashed a Roundhouse 'C' class 3-truck Shay to resemble the Newnes model and now await to paint it. Also anyone building this kit would find the information in Railroad Model Craftsman of February 1984, on the 2-truck shay (Reviews) a great help to assemble this kit to a better running engine. Also a help for local mods is the builder's photo of No.2 in 'The Wolgan Valley Railway — Its Construction' by Henry Deane.

S. Adams,
Glebe. 2037.

Sir,

HELP!

Can any reader help me with details of Tuscan & Russet liveries carried by NSW passenger cars. I need to know if FEs and MBEs in original condition carried Tuscan & Russet livery and if these cars had silver roofs with ochre coloured canopy ends.

I also need to know if a plain sided CCA (such as CCA 1273 at Thirlmere) carried the above body/roof colour combination. Also, did Tuscan & Russet liveried cars have the buff coloured belt rail?

Thomas A. Pall,
Kenthurst. 2154.

Sir,

I have just received a letter from the Lehman Patenwerk to advise me that their Australian Agent, Cliff Searle, had retired and that they would be shortly appointing a new agent.

Very quietly, a door to Australia's modelling past has closed.

I am sure that there are others who can quote exact dates, but to a small boy growing up in Sydney after the austerity of World War II the windows of Searle's Hobby Shop in Pitt Street, between Market and Bathurst Street, were an Aladdin's cave of delights.

In more recent times, after the shop closed I got to know Cliff Searle as the importer of LGB products, and a finer character I could not hope to meet.

I am sure there are many modellers who cherish memories of the 90 odd years of service given by the Searle Family and wish Cliff in particularly all the very best in his retirement.

Adrian Nesbitt,
Paddington. 2021.

Sir,

Firstly I would like to say how much I enjoy your magazine. I have been playing with the idea of building a model railway for sometime and not until the start of this year did I decide to start planning seriously. That decision was helped along by your magazine, thank you.

I have come across a helpful hint which may be of interest to your readers. When finally deciding on your layout and have drawn it on a piece of paper and would like to know how it would look reversed. Go to the bathroom mirror, hold your plan up so you can look at it through the mirror. This will instantly give you a reverse image of your layout. You can assess immediately which way your layout would best suit your needs.

M. Darragh,
Blackburn. 3130.

Sir,

I would like to compliment you on the high standard and quality of both the magazine itself and the articles contained therein. I only wish you could publish monthly.

I would like to take to task the 'Nit pickers' who continually point out your very few errors in typesetting. I wonder if they ever take the time to write to the professional setters of the daily press for example and point out the myriad of errors that get by their proof readers who are paid very good wages for their so called expertise. I'll bet they do not do so as their time would be taken up with writing.

Keep up the good work and please do not let the 'nit pickers' get to you.

Ray Horsey,
Hurstville. 2220.

Sir,

In issue 133 of AMRM Bob Cooke was asking about locos 3028, 3142 and 3144 regarding colour schemes.

Well a quick phone call to the leading fitter at Dubbo unearthed the following information:- 3028 was painted blue (royal) by members of Dubbo loco staff. Information regarding the tenders was unavailable but a call to John McKenzie at Orange revealed that 3028 had a bogie tender while 3144 had a six wheel tender. Opinions differ regards lining but according to Dubbo staff both locos were lined in red, but Mr McKenzie says because it was a country depot no lining was applied.

Whilst still in green scheme 3144 spent a short time

at Temora where it and 3028 worked an enthusiast special. June and Cootamundra staff say no records exist of 3142 ever having been painted green.

Both locos were painted about 1965.

Pat Cox,
Lithgow. 2790.

Sir,

Reference an article by Mr Harding in the June 1983 issue of AMRM and the various letters that followed concerning loco colour schemes.

I remember reading a comprehensive article on loco colours and names by, I think, Mr. C. C. Singleton (late) in an ARHS Bulletin many years ago. I have looked up the article — in the April 1950 issue of Bulletin — and can recommend it as a 'first hand' account of the subject.

Keep up the good work with the magazine.

Norm Chin,
Loftus. 2232.

Sir,

Regarding Bob Cooke's query, as to 3144 and 3028, I have two photos, one is on the cover of August 1968 Roundhouse in colour heading a tour train, both locos have 6 wheel P class tenders.

The second photo is 3144. I took it in No.3 shed yard at Enfield January 1969, prior to this vehicle going to Eveleigh for overhaul. I have noted on the back of this photo 'loco returned to service black'.

The only other C30T painted by country depot staff to my knowledge was 3075 at Griffith and it wore a dark green livery until it went to the big roundhouse in the sky.

Both photos are accessible if required.

Keith Morris,
Revesby. 2212.

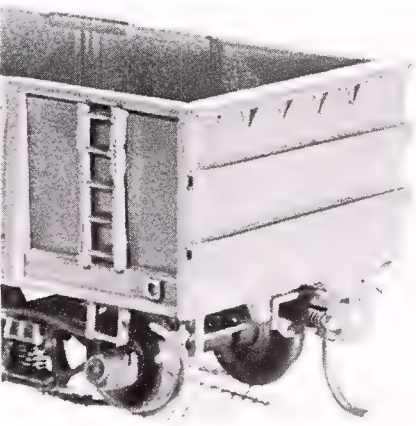
Sir,

I would like to both congratulate and criticise you on your articles concerning NSWGR turntables.

Since the first general article appeared in Jan-Feb 1980 it has taken 5½ years to get to where you are now (60' steel).

As I am awaiting the article and plans for a 90' turntable by my estimate that is about 2½ years away. I had hoped to see these articles every second or third issue. This would have meant that all articles would have been printed and out of the way in 18 months, leaving room for other items.

Continued on Page 51.



With the release of the Casula G wagon and the AR BDL/BDX HO scale open wagons the potential for modifications came to mind. The article by Bob Gallagher in the June 1983 issue of the Australian MODEL RAILWAY Magazine supplied the prototype information so, aided by a few basic tools and the kits I set to work to produce two original models.

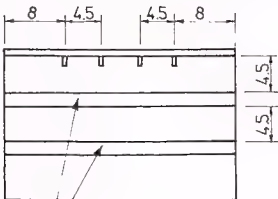
NOGF

The NSW SRA NOGF is basically a standard G wagon with the dreadnought ends replaced by a section of strengthened sheet steel.

To create the model the ends supplied with the kit were filed clean of any detail except for the gunwale (top cap). A clean finished surface was obtained by the use of fine wet and dry paper backed by a small sanding block.

The kit was then assembled as per the instruction sheet. Sections of 1/16" by 1/32" Plastruct A2 channel were then attached with super glue, the top piece 4.5mm below the top cap and the second 4.5mm below the lower edge of the first (see Fig.1).

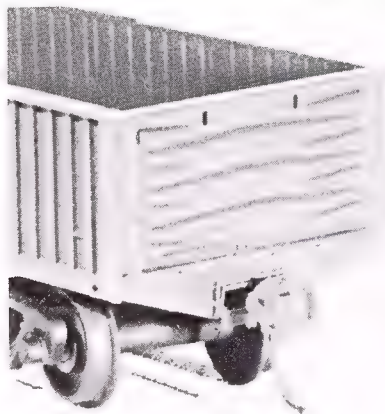
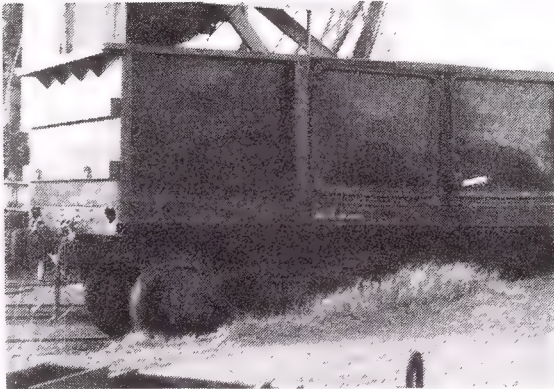
The four triangular gussetts under the gunwale were produced by the following method. Sections of 0.020" styrene 1.25mm square were secured in place with MEK shown in Fig.1. After a curing period of at least one day the gussetts were pared down with a sharp blade to form the triangular shape (ie. cut across the square diagonally). The edges of



PLASTRUCT
1/16" x 1/32" channel



G wagon (NOGF 5322) with the strengthened ends.



MODEL ENDS

by Graham Ball

the gussetts were then cleaned off with fine wet and dry.

The model was then finished off as per the instruction sheet, painted red and decalced.

NOAX/NOBX

This variation eventuated when the open wagons were repaired. The lack of spare ribbed ends saw the use of dreadnought ends, which appear to have been specially made up in the Railway Workshops. While the prototype plan is of a BD (NOAX), I chose to modify a BDL/BDX (NOBX), for I am sure if we look long enough we will find one with a modified end. No sooner had these words been written when reference to a modified wagon came to notice. The wagon, NOBX 28540 illustrated in Railways Freight Wagons in N.S.W. — 1982 under NOBX (BDX) is in fact a first version BDL modified for slab steel traffic. One end of the wagon has been repaired with a dreadnought end.

To create this model a pack of two K wagon ends, packaged separately by Casula Hobbies were obtained. To add further character to the BDL/BDX (NOBX) the top of the floor section was scribed to represent 6" planks, across the wagon. Alternatively, one could use the Slaters scribed styrene sheet. The parts of the kit were then prepared for assembly.

The K wagon ends were narrowed to a width of 29.5mm. Equal amounts were removed from each side, the sides remaining

parallel. Using a razor saw, cut the end sill sections off the BDL/BDX ends above the horizontal rib. This edge is then filed flat and even with the top of this full width rib.

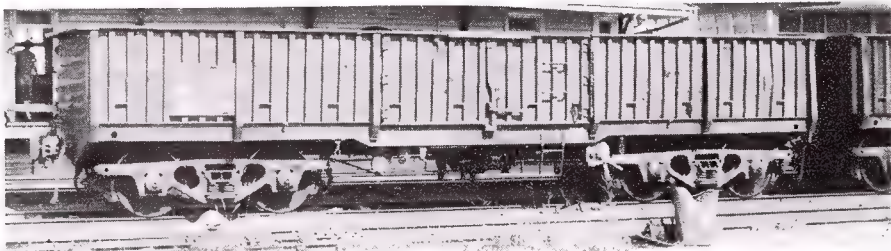
The next step is to assemble the wagon without the ends, securing the sides to the floor. Secure the prepared end sill sections in place with MEK, with the top edge level with the floor surface.

Cut 2.8mm off the bottom of the K wagon ends and finish off the edge with a file level with the top of the coupler cutout. Dry fit the ends in place, filing where necessary so that the top of the ends are level with the top edge of the sides. Before securing in place remove the row of rivets down each side and along the bottom of the end section. The 0.25mm high ledge each side is then removed without damaging the dreadnought pressings. The ends were then finished off with fine wet and dry paper backed by a small sanding block. When satisfied with the finish secure in place with MEK or similar and continue to complete and detail the kit.

Acknowledgments

Special thanks to Joe Callipari of Casula Hobbies for his support and encouragement in obtaining two unique models.

Prototype photographs by Bob Gallagher.



BD 28349, one of at least three of the class which have recieved the dreadnought ends, 28273 and 28284 being the others.



The dreadnought end on BD 28273.

MELTON BRIDGE

Continued from Page 18.



A flock of sheep being herded along Nottingham Road, above the approaches to Claypit tunnel.

that simple explanations of what was happening (and why) considerably increased the viewers' understanding and enjoyment. This technique, coupled with our original idea of synchronized prototype sound effects has considerably increased the appeal of the layout.

Rollingstock

Stock is primarily Midland Railway prototype, although great latitude is possible (and exercised!) with goods stock. Most of our goods wagons are constructed from kits and have extra detail added. Coach and locomotive stock is generally handbuilt or very heavily modified kits.

Locomotives and long wheelbase vehicles are fitted with some form of compensation to give good running and, in the case of locomotives, good electrical pickup. Sprung three link couplings and buffers are used on much of the stock and are quite necessary for O gauge. Overall, the performance of the stock is quite reliable and one or two derailments over a day would be considered a disaster.

Conclusion

For the authors, this layout has been very

rewarding, both in skills learnt and from the friendships that we have made through exhibiting the layout and demonstrating O gauge modelling. It has also been very enjoyable trying to model and capture the spirit of a railway we have never (nor can ever) see, and of a country we have not yet been to.

Acknowledgements

The authors wish to thank the other two Group members, David Howarth and Eldred Clark, and all of our families and friends who have helped at exhibitions, preparing for exhibitions and recovering from exhibitions ...!

We are also indebted to the many manufacturers, retailers and model and railway press without whom we would all have a much harder time modelling, if we were inspired to start in the first place.

To all of those people who have made nice comments about the layout, we sincerely hope you have enjoyed watching a small, if only fictitious part of the Midland Railway in 1910. See you at the Adelaide Exhibition, October 1985!

The DL531 in AUSTRALIA — SILVERTON

Continued from Page 24.

After January 1970 the STC standard gauged two of its diesels and sold the third to the SAR. It built a new office and workshop alongside the NSW diesel depot and developed a road freight network throughout the district. Sulphide Street Station is now used as a museum.

In recent years the Company name has changed and is now Silverton Transport with a new logo and colour scheme which will be applied to all of the road fleet.

Locomotives

The Tramway began with Y class 2-6-0 steamers, introduced the 4-6-0 A class in 1912 and modernised with the W class 2-8-2 in 1951. In 1958 an 0-6-0 diesel mechanical shunter was purchased from the Zinc Corporation and numbered 26. In 1960 the three Alcos began to arrive and they were duplicates of the 830 class being introduced to the SAR broad gauge and which were proposed for later conversion to narrow gauge.

Y1, W24 and No.26 are preserved at a museum on the site of the STC's Sulphide Street Station in Broken Hill, Y11 is at Silverton, Y12, A21 and W25 are in the Mile End Railway Museum and W22 is in the Puffing Billy Preservation Society Museum near Melbourne.

The Alco Diesels

The three engines entered service in 1960/61 and were numbered 27, 28 and 29. Their colour scheme was crimson body with white lining and lettering. This was probably inspired by the original Burlington Railroad colour scheme.

They were introduced without exhaust stacks and ran this way for ten years before they were fitted to 28 and 29 to lift the fumes away from the cab. The stack has less slope than the SAR style. Staff exchangers were not fitted. They have one tall SAR style multiple unit stand instead of the shorter pair of the NSW style.

The Alcos worked the narrow gauge goods and passenger trains usually as a single but occasionally as a double header. The heavier ore trains were usually a double and on rare occasions a triple header. A feature in those days was the water bag hung between the

handrails of the leading end.

The introduction of standard gauge in January 1970 and the resulting change from mainline to shunt duties allowed No.27 to be sold to the SAR. It ran for several months in the crimson colours before entering Peterborough Workshops for overhaul, emerging later as mustard pot 874. On 24/10/75 703 and 874 headed a train from Port Pirie to Peterborough. A sudden downpour inland caused a flash flood in the Rocky River which undermined a pier of the bridge at Crystal Brook. The bridge collapsed under the weight of the train and in the resulting crash 874 landed on its roof. 874 was taken to Islington Workshops for major repairs and returned to traffic several months later.

Colour Schemes

As already mentioned, these engines were issued with a crimson body and white lining. Routine repainting was done by shed staff who painted the lettering by following the shape visible under the newly oversprayed body colour. Photos indicate some variations in the shape of the letters of Silverton, especially the S and the V and it is likely they have come from the original paintwork.

In the mid 1970s a new logo was added above the vee on the end of the body. A rail profile and Silverton were framed within a white triangle and black border.

In May 1984 both 28 and 29 were repainted in Silverton Transport's new scheme. It is tramway yellow body with tramway blue roof, lining and lettering but retaining the Burlington wings pattern. The original consultant's suggestion was to also retain the white line along the running board and roof line plus the vee on the cowcatcher. When the yellow was applied these areas were changed to blue. When the colour photos were taken the bogies from 29 were in Peterborough Workshops for overhaul so 28 is on a temporary set which are silver. The new scheme uses black bogies. 28 went to Peterborough in late 1984 and received a spare AN set. When 29 went down in March 1985 it received 28's reconditioned set.

Conclusion

Next time you're in Broken Hill keep an eye

out for these diesels as this new scheme is quite eye-catching and is kept clean. Between 0600 and 1000 the two diesels shunt in multiple to assemble the ore loads. The ore train departs around midday after which one diesel goes into the shed for maintenance while the other continues alone.

Thanks to the following for their help:

Management and staff of Silverton Transport, Steve McNicol, Alan Stevenson, Jack Babbage, Simon Perrin, Doug Aikins, Leon Oberg, Graham Ball and Bob Gallagher.

For more information refer to:

'Silverton Tramway Locomotives', a booklet published by Railmac; and ARHS Bulletin April and May 1962.

An article is being prepared on ore traffic in the standard gauge ore hoppers which were SO and SOC classes but are now coded AOQY. (This article is scheduled for the December 1985 issue — Editor)

An article on the Silverton Tramway Company and the current day operation, including colour photographs, was featured in the July 1985 issue of Railway Digest, the monthly rail enthusiast magazine published by the NSW Division of the Australian Railway Historical Society.

MAGAZINE BINDERS

These binders are available from some hobby shops at a recommended retail price of \$6.50, or by mail order direct from the Service Director, Southern Cross Model Railway Association at a cost of \$6.00 plus postage. Postage and packing in N.S.W. is \$3.00 for up to 10 binders. For readers in other states of Australia postage and packing is \$4.00 for up to four binders and \$6.00 for up to ten binders. The binders are of the twelve wire type and will accept most other model railway magazines.

Please send cheques payable to Southern Cross Model Railway Association to:-

P.O. Box 317,
EPPING, 2121. N.S.W.

Please allow four weeks for delivery. The binders will also be available at the S.C.M.R.A. stand at the A.M.R.A. Model Railway exhibition at Liverpool on the 5th, 6th and 7th October, 1985.

PROTOTYPE KITBASHING

The last remaining contract for diesel locomotives on the Queensland Railways was filled with the entry into service of 2600 class unit No.2612 on 19/7/84. This was the last of 13, built by Goninan North Queensland, Townsville.

With virtual complete electrification of the Brisbane suburban area in five years since 1979, and massive electrification plans for country lines, with a total of 146 electric locomotives already on order, further diesel deliveries are not anticipated.

The aging 1200 class, built by English Electric in the United Kingdom, entered service from July 1953 onwards. The last unit in service, 1208, was condemned on 20/3/84. (1208 had amassed a total of over 3,000,000km in her career.) The 1200 class were notable as being the only nose cab, full width body style on the QR.

The 1250 class, also English Electric, but built in Brisbane from July 1959 onwards, have also had a few units withdrawn. They are of the nose cab, narrow long hood style, giving better visibility for reverse operation and shunting. The 1200 class suffered a distinct lack of clear vision and were banned from working shunt trains for this reason.

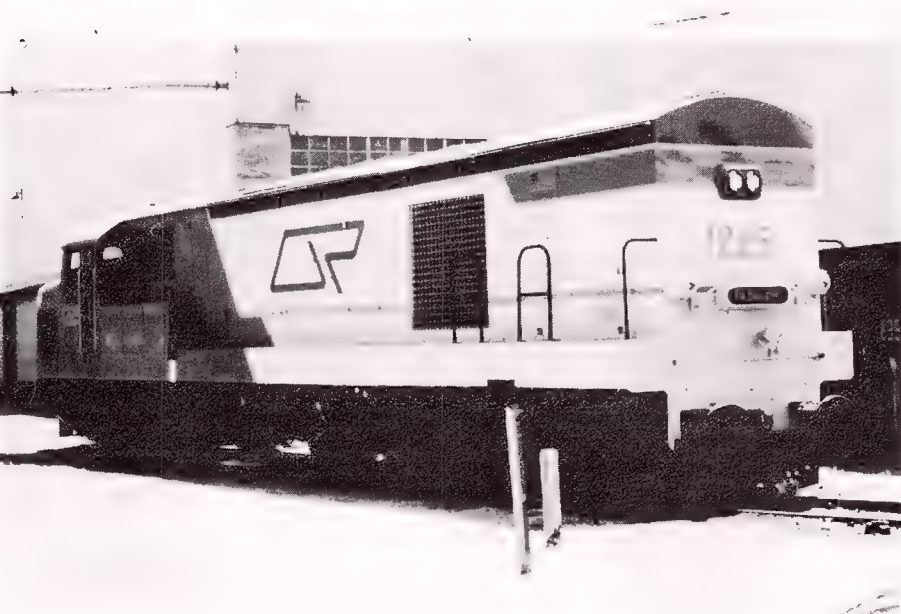
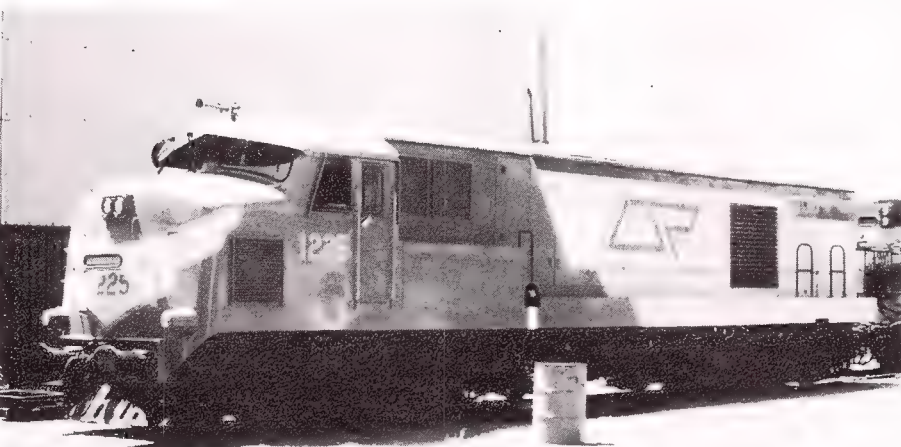
In August 1984, Redbank Workshops were observed in a 12":1' kitbashing trial, with the frame and cab of 1207 and parts of the rear hood of 1253. Both these locos were discarded (just as modellers often do) and work commenced on 1208. A narrow long hood, of somewhat square but functional shape, and some internal refinements from the workshop's 'useful junk' box produced a serviceable locomotive, with better usability than the original due to the improved rear vision.

What then should one call this 'new' locomotive (already really well over 30 years old). It's not really a 1200 nor is it a 1250! QR split the difference: the new loco, No.1225 of the '1225 class', proceeded on its first test run on 16/1/85. It has since shunted Redbank Workshops and has been used in general traffic from Mayne Depot in Brisbane.

The prospect of the newest diesel (possibly for some time) being rather old, is coincidental. The newest (in years) steam loco in Queensland (and indeed, Australia) was BB18 4-6-2 No.1089, entering service in early 1958. However, the last steam loco to enter service was a PB15 type loco, No.12, which entered service in late 1958, having been acquired from the Aramac Tramway. Also of coincidence — this PB15 was built by QR in 1924 at Ipswich Workshops — the only PB15 out of a total of 233 built by the QR. 1225 is the only diesel electric 'built' by QR.

Some railways trade in old diesels, others send them away for expensive and extensive rebuilds, but QR is attempting the recycling by itself.

Ian Pringle



QR 1225 at Redbank Workshops in January 1985. Photographs by A.Silton.

POINT OF VIEW

EXHIBITIONS

Railway modelling's contribution to public entertainment is the model railway exhibition or 'train show'. It is a time when a group organises a weekend for layouts to be displayed to the general public for them to enjoy and get some idea as to what the hobby is all about. Now if half a dozen layouts turn up at an exhibition site and the rest of the space is filled with trade/display stands, each of which have something to sell and constitute around half the total stand content or more, does that make the whole shebang a 'Railway Theme Bazaar'? Or the railway modellers' 'Paddy's Market'?

If I may use an example, the 1985 Chatswood, NSW exhibition figures are interesting in that it could show possible future trends in the hobby.

The ratios and percentages between various groups:

Trade/Display Stands	10	43% approx.
Operational Layouts	12	52% approx.
Modelling Demonstration	1	5% approx.
As a guide to local content, we can break it down even further for the Operational Layouts:		
British Prototype	3	25% approx.
American Prototype	5*	42% approx.
Australian Prototype	3	25% approx.
Other Prototype	1	8% approx.

* One American designed layout had some Australian prototype (NSWR mainly) models running with the US trains.

If this is what to expect at future shows, what hope has local modelling, when compared to foreign lines?

Also, where are the layouts of reasonable quality capable of being exhibited or is everyone like myself sick of the one thousand and one exhibitions in this State. Surely, with all the promotional value given through the model press, one would think that Australiana would be supreme at the various shows and with all the new models brought out each year someone somewhere would produce a layout presentable to the public. But, alas, it is not to be, as shown at a few later exhibitions. One thought comes to mind in that the incentive is not big enough and that, although profits are up, that little thought-encouraging incentive isn't.

So, with a few moments to think about the above from both the 'exhibition committee' of your group and those contemplating building something that will even surpass 'Menangle', I leave you with this thought...

'For one to have a successful exhibition one must first have a successful exhibit.'

P.J. Kirkbride

DID YOU KNOW?

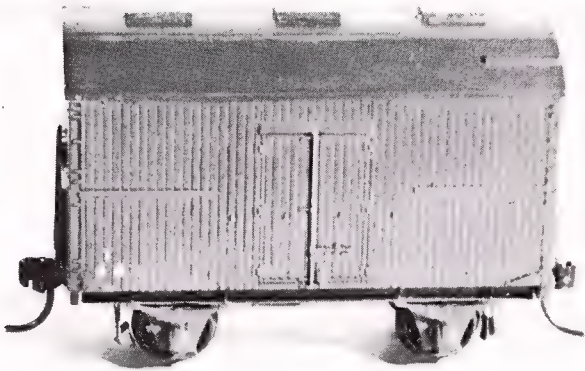
That too much oil is pretty well as bad as too little? Felt pads should be oiled until they are a uniform 'wet' colour — NOT dripping. Other bearings should be oiled by picking up a drop of oil on the end of a blunt needle, toothpick or pointed matchstick and applying it to the bearing — even if you have a hypodermic type oiler. Remember ONE drop is sufficient, in most cases.

Gordon Duncan.

Kitbashing an HO Scale 18ft T Van

by R.K. Richardson

Prototype photographs by Phil Jeffery.



When you are modelling Australian prototype an easy way to obtain a model of a certain prototype is often sought after, rather than try and scratchbuild when at best, unless you are an instrument maker, you only make a compromise.

The first step in any kitbash is to obtain a drawing of the model you wish to build and a kit of the nearest thing to that model; in this case Sept/Oct. 1977 AMRM had an excellent article on the VR T vans, including the plans of each type.

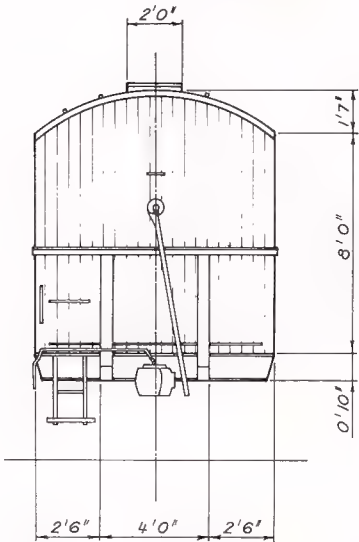
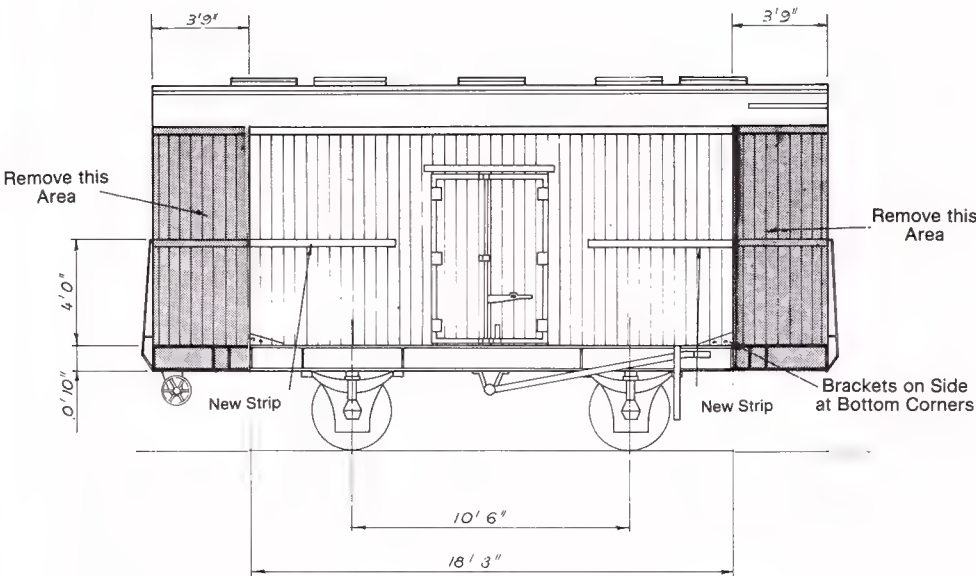
Recently Broad Gauge Models produced an excellent injection moulded kit of the 25' long wheelbase T van so this was a logical place to start. You will also need a pair of GY solebars which can be obtained from the B.G.M. ELX kit described in the April 1984

issue. You will need the GY side frames from this kit and, in any case, they aren't needed for the ELX.

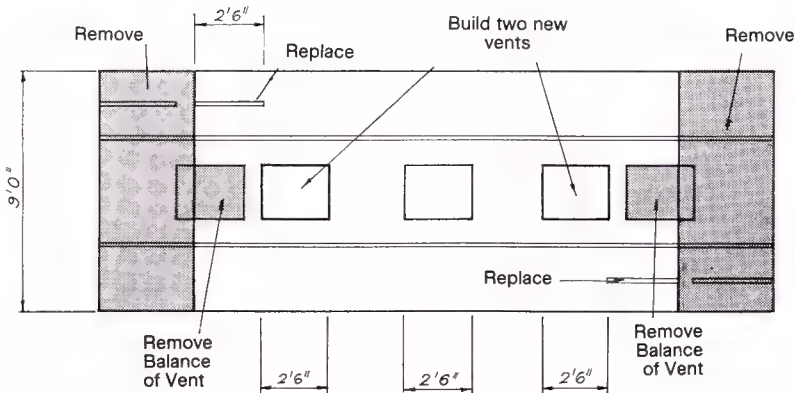
Start by removing from the sprue two sides and two ends, the roof and the ice hatches. Clean up flash on all parts. The GY side frames have to be reduced in wheelbase to 10'6"; this involves removing 12" from the centre of each one, cutting slightly less than 12" from the centre and allowing room to square the ends. Cut a strip of 15 thou. styrene about 23" long and the width of the solebar and cement the two halves of the solebar together, making sure that the wheelbase is 10'6". Set aside to dry thoroughly; about 24 hours. This allows the plastic to harden again after being joined.

Take the van sides and measure 3'6" from

each end; cut off the unwanted sections and put them aside for the moment. There will be a little bit of horizontal reinforcing strap left at each end of the remaining side pieces. Gently scrape these flat with the sides and set aside. From the pieces you cut off, cut away the brackets on the lower corners and cement them back on the lower corner of the remaining side pieces. If you should make a mess of this it's quite easy to make new ones from 10 thou. styrene. Make a new reinforcing strap from 10 thou. styrene a scale 5'6" long, and emboss three bolt heads an equal distance apart. Cement in place of the ones you carved away. You now have the sides and ends of an 18' T van. You may have to remove a little bit of material from the pins at the ends so that the sides and ends fit properly. Cement together



- Note 1. Side Length 18'0"
- 2. Roof Length 18'3"
- 3. Chassis ex GY from parts from B.G.M. GY kit.



squarely and set aside to dry.

Start the roof by cutting to 18'3" long. None of the existing hatches are in the right place so carve away as much as you can without spoiling the actual roof. Sand it smooth with 320 grade wet and dry and finish with 400 grade. One of the 2'6" bars has to be replaced with a strip of 30 thou. and sanded to the same shape as the one at the other end. The hatches were made from two layers of styrene cemented together, one of 10 thou. and the other 30 thou. Cement the roof in place and set aside to dry.

The floor on my model was made by cutting up the floor of a GY that was left over from a kit of the same wagon which I assembled some time ago and which had found its way into the parts box. This has to be shortened and narrowed to fit and the cross piece nearest the coupler removed to avoid fouling the wheels. If you use this method of obtaining a floor, shorten it in the middle and cement two pieces of styrene along each side of the inside edge of the centre sill. It makes quite a strong join and if assembled on a piece of plate glass a very level and square floor can be made. Before assembling the sideframes to the floor, use a No.46 drill to open out the hole in the

Continued on Page 49.

Top: By October 1976, seven inch lettering and dual metric and imperial load details had been painted on T34. The brake lever and cylinder can also be seen here.

Right: T145 photographed at Myrtleford in 1969. Five inch lettering and imperial load details feature in this photograph. Notice that the pivot rod for the brake lever extends right across the wagon underframe.

Prototype photographs by Phil Jeffery.



These two photos are actually of a large T van, number 386 which was at Rangelea siding on 26/8/84. They show roof details which have not been clearly shown in any previous articles.



Also on T386, detail of end bracing and drain pipe.

A TEST RIG FOR SMALL ELECTRIC MOTORS

or
A STEAM HAMMER TO CRACK WALNUTS
(My Apologies to Heath Robinson)

by Jim Grant

When I retired a few years back, I decided some of my time would be used to modify and detail existing locos, e.g. Lima 38 and 44 class, following which I would extend the loco stud by building others from components which are now readily available.

I therefore bought a Mansfield 43 class DE to see how the Koreans went about the task.

With accuracy I can measure the diameter of a loco driving wheel. With difficulty, I can calculate the circumference. With bits and pieces I can make a gear box, but to calculate gear ratios for an acceptable scale speed was impossible as motor volt/speed details are hard to come by or non-existent.

I soon tired of the 'trial and error' method of building gear boxes and so was born the idea of constructing a device to test motors to obtain the basic data I required. The main parameters were:

(a) It should of itself not unduly load the test motor.

(b) It should provide speed readings for a range of voltages and pre-determined loads with reasonable accuracy. If, for example, the answer came up 11.2468 I was quite prepared to compromise on 10:1 or 13:1!

Then began the search for a suitable basic design, this ending when I read an article "Wind Speed Indicator" in the October 1981 issue of Electronics Australia.

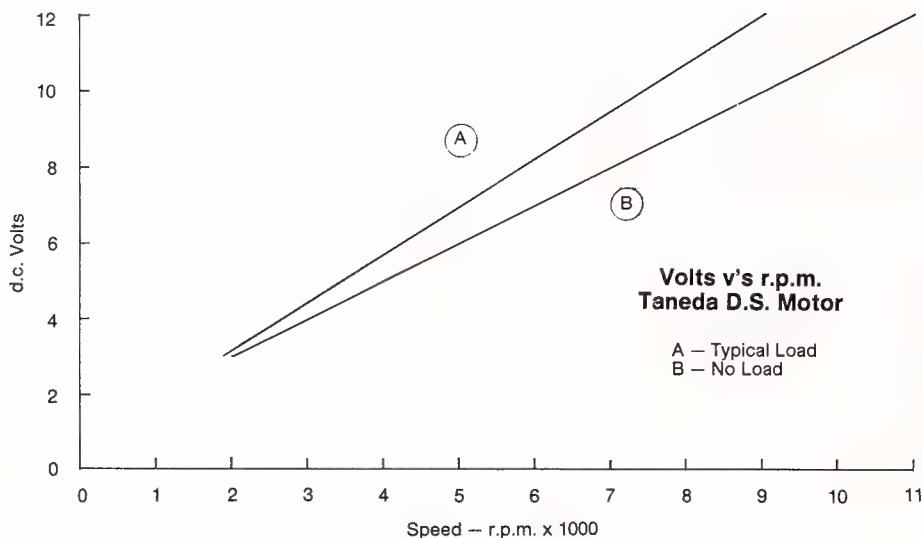
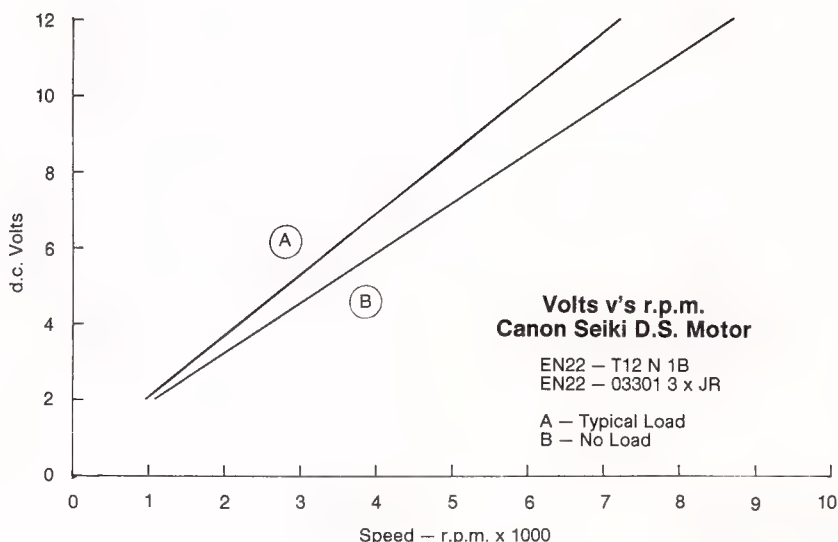
I bought a kit from Dick Smith and made up the unit and — yes, you guessed it — it didn't work! However, with the assistance of John Clarke, who wrote the article, the problem was traced to the light interrupter disc — I had the electronics correct but couldn't manage the saw cuts in the disc.

I then had a unit which measured speed but I had no way of knowing the rpm indicated in the meter. My first effort to resolve this problem was to use a synchronous motor from a clock, this having a rotor speed of 200rpm. I assumed the system would be linear and therefore adjusting the unit to read 200rpm at 40 on the 0 = 100 meter scale, I would have a 0-500rpm indicator. By driving the interrupter shaft from a main shaft through a 20:1 worm gear (ex-Triang) this should result in a 0-10,000rpm scale. The results of tests on both a Taneda and a Canon motor seemed suspect, but I did prove point (a) of my requirements. As you probably know, synchronous clock motors are measured in fly power rather than horse power.

I finally decided to 'strobe' the speeds at 2, 4, 6, 8 and 10,000 so made up a drum with the appropriate marks/spaces. That in itself was quite an exercise.

The unit was re-calibrated and now gives speed readings with an accuracy better than 2%. The ammeters and voltmeters used in the unit were also re-calibrated against a digital multi-meter, so their accuracy is acceptable and the errors consistent. At this stage the unit was capable of indicating speeds under no load conditions only.

To enable load tests to be carried out, another motor was fitted to the opposite end of the main drive shaft to act as a generator. By loading its output with a series of resistors, loco running conditions can be simulated. The generator voltage and current are indicated should input/output details be required. A test on a Canon Seiki DS motor gave the following results:



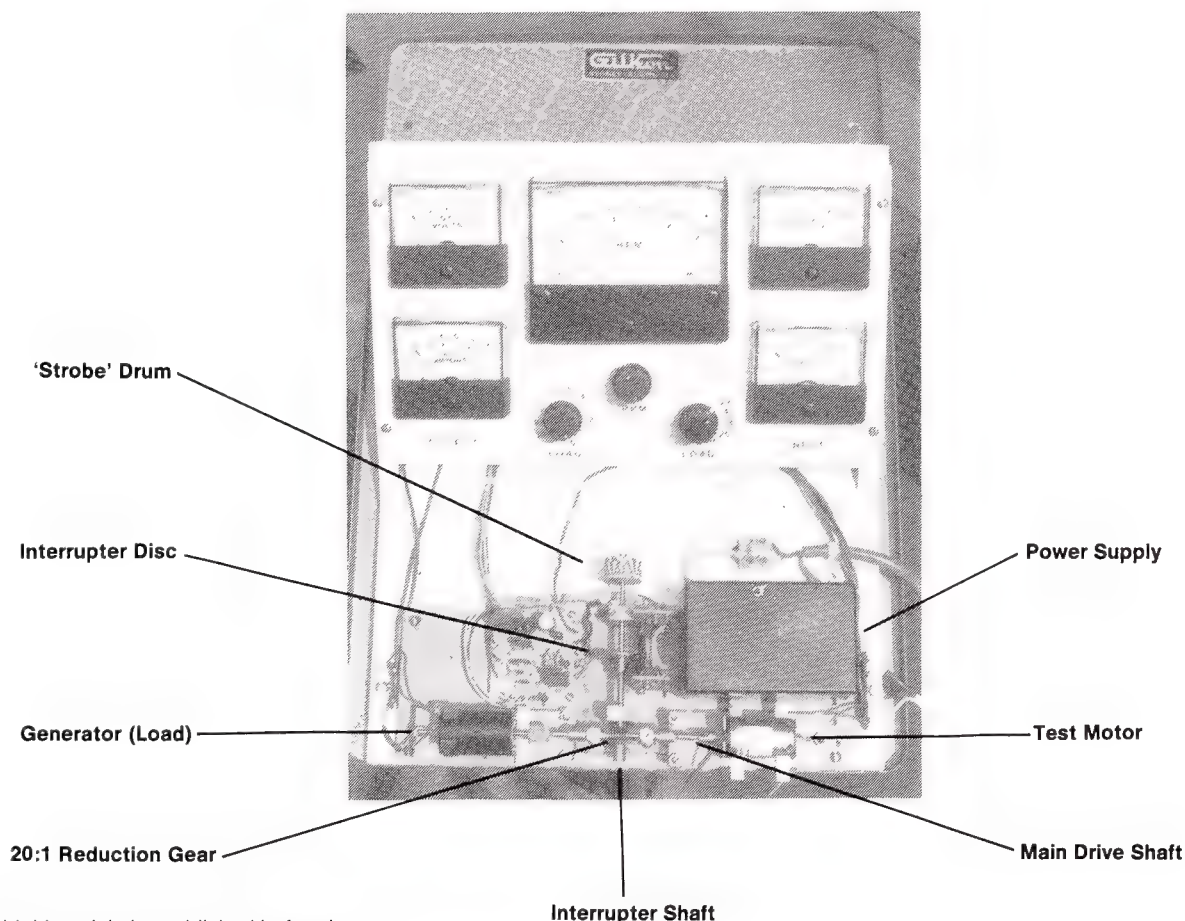
(a) At 10 volts and no load the motor drew 0.15 amps and ran at 7,200rpm.

(b) At 10 volts, and loaded to represent a typical running condition, the motor drew 0.25 amps and ran at 6,000rpm.

My tests indicate motors of this size have a maximum efficiency of 45-65%. I have decided not to include efficiency figures in my test results — they are not very meaningful, as they say. I now consider it useless information.

Listed, in Table 1, are the results from a test on a Canon Seiki Motor, EN22- T12 N 1B, EN22-03301 3XJR, dated 6/6/84.

Table 1.			
Volts	Amps	Speed	Comments
E in	I in	rpm	
12	0.15	8,700	No load
12	0.29	7,200	Typical load — loco
11	0.27	6,600	hauling — 6 x 8 wheel
10	0.25	6,000	Lima ROA coaches
9	0.23	5,400	
8	0.21	4,700	
7	0.19	4,100	
6	0.17	3,500	
5	0.15	2,900	
4	0.13	2,200	
3	0.11	1,600	
2	0.10	1,000	



Should this article be published before I am rostered to the great marshalling yard in the sky, I would be willing to attend any club meeting in the Sydney area at a mutually acceptable time and bring the monster with me. At least it is good for a laugh!

In the meantime, would anyone care to consider and comment on my idea of calculations for scale speed?

70mph = 1.166 miles per minute
(5280ft = 1 mile)

A. $\therefore 5280 \times 1.166 = 6156.48 \text{ ft per minute (at 70mph)}$
 $\div 60 = 102.608 \text{ ft per second}$
 $= 359.128 \text{ mm per second (scale 3.5mm/ft)}$

B. $40'' \text{ dia. wheel} = 3.33 \text{ ft}$
 $\text{Scaled} = 11.655 \text{ mm dia.}$
 $\times \pi = 36.615 \text{ mm circum.}$

To traverse 359.128 mm wheel must rotate
 C. $\text{Answer A} \div \text{Answer B} = 615$
 $= 9.80 \text{ revolutions (per sec. for 70mph)}$

D. Canon motor at 12v = 7,200rpm
 $\div 60 = 120 \text{ rp sec.}$

$\therefore \text{Gear reduction} = \frac{120}{9.8}$
 $= 12.25:1$
 Say 13:1

P.S. For the younger readers, Heath Robinson was an artist whose cartoons adorned the inside covers of the books of my youth. He may well have been the original 'rat trap engineer' ■

Kitbashing an HO Scale 18ft T Van

Continued from Page 47

sideframes to accept Camco bearings. Use the North Yard, Lima axle length 10.5mm wheelsets and fit Kadee couplers. Add sufficient weight so that the wagon doesn't go flying when coupling; about 2½oz (75g) is enough. Fix the floor in place with MEK.

Paint in your favourite brand of VR red. I use Humbrol No.110 with just a dash of black, 6pt Helvetica letters and then a coat of Satin Estapol. The roof colour should be Humbrol No.29 Earth Matt, also coated with Estapol.

Handbrake details and shunters steps can be had by using BGM Kit PW1.

The vans are numbered 1 to 191 in two groups. Groups 'A' and 'B', as far as I can tell, were the same external size, the difference being inside; Group 'B' being slightly bigger internally than Group 'A' and being fitted with meat hooks.

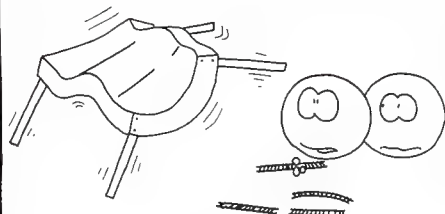
Group 'A' numbers were 1 to 48, 73 to 120, 131 to 190.

Group 'B' numbers were 49 to 72, 121 to 130.

If you wish, it's not too hard to construct your own underframe and sideframes using Plastruct channel and styrene. The springs are laminated 15 thou. styrene, the axleboxes are made from a piece of plastic sprue and the rest from 10 thou. strip.

Save the long floor and sideframes for use in the building of an all-steel T van which I'm working on, or maybe a KMQ — the uses are up to your imagination.

If you use brass bearings as suggested, drill a No.76 hole in the axlebox at an angle on the underside; this will allow you to cement the bearings in place and also allow any excess glue and air to escape and does not show after the model is painted. ■



"You did use seasoned wood, didn't you?"

HANDY HINTS

Better springing of Kadee couplers 7, 8, 16. Use the jaw spring (bronze) internally instead of the small black spring. For locos use two, one inside the other, as these take the main strain. Stops sagging of coupler arm for a longer period, better springing back to centre, after uncoupling.

Ken

TUNING THE TRAX 48 CLASS

Early experiences of modellers on the Trax 48 Class.

Edited by Bob Gallagher.



The Trax HO scale 48 class arrived on the Australian scene with great gusto, and, like most models, debate was rife as to its qualities. Those vocal, were either for or against the model, comparing it with many that had preceded it. But very few were realistically considering the model for itself . . . its good points and its not so good points. All models have their good points, including the 48, yet it seemed to be coping more than its fair share of the flack.

It would take much more than this article to go through the reasons, but it is interesting to note that time has taken the heat out of the debate, and it is apparent that the Trax 48 is being accepted for itself; a very accurate model, with some running problems. And what plastic ready-to-run model on the market does not suffer the same complaints?

The purpose of this article is to present a number of suggestions that will improve the running of the 48. The various methods suggested come from a number of modellers who wrote to AMRM with the modifications they applied to their model.

It must be pointed out that, like any plastic loco, the model of the Trax 48 in your roster may not need all the modifications suggested. This being the case, just select those your model requires, but keep all the modifications in mind for some other loco that has a problem that may need similar rectification.

The Body

As explained previously and in the review (June 1985) there is nothing wrong with the body of the model: quite the contrary, it is a very accurate representation of the first series of the 48 class. Naturally, most other versions can be made from this base model, but that is not the concern here.

However, the model should be completed with the handrailings supplied, and this is easily undertaken by following the instruction sheet supplied.

The plastic body moulding is white and the paint not very thick so the light from the incorporated headlamp can be sometimes seen through the body. A couple of coats of black paint inside will eliminate this, or alternatively fit shields inside the body to limit the travel of the light. Naturally, the inside of the area lit will still have to be blackened.

The body is easily removed from the underframe. First unclip the couplers, and then remove the fixed coupler box from the No.1 end (short hood) pilot. Remove the two phillips head screws from the underside of the fuel tank, and the underframe slips free.

Incorrect Direction

If by chance the model goes the wrong way

when compared with other models, reverse the wires soldered to the tab of the motor brushes. Before completing the task, ensure that the correct headlamp lights up. That is, the headlight should light up in the end of the model that is going forward.

Electrical Pickup

The electrical pickups are phosphor bronze tabs that are sprung against the top of the wheel flanges on the unpowered bogie.

Ensure that all pickups are pressing against the flanges, or better still the tyre surface. While it is essential for the pickups to press against the wheel, they must also allow the wheels to rotate. If the wheels are tight, first check if it is the pickups that are offending. If not, the problem will be with the tightness of the wheel bearings.

The unpowered bogie is detached from the chassis by unclipping the bolster pin. The wheels and axles are made accessible by unclipping the keeper plate and sideframe moulding. If the phosphor bronze pickups break or become too troublesome, they can be replaced with a section of nickel silver wire, soldered onto the existing tabs, with the wire adjusted to press against the top of the tyre.

Power Bogie

Some models have been known to have unresponsive motors. Before damaging the power unit, determine what is causing the fault. Attach a power supply to the pickups or the motor brush tabs and increase the voltage while gently lifting the brush tabs where they hold the brush springs in place. If the response of the motor improves, it may be necessary to adjust this pressure by easing back on the tabs. It should be pointed out that this should not be a problem, these pressures being factory set. However motor deterioration can be caused if the brush pressure is not correct.

Power Bogie Movement

On some models the power bogie does not swivel freely on its axis — this being a very common fault with many mass produced locomotives. Generally, the problem is caused by the vertical ends of the power bogie rubbing on the underframe as the bogie tries to track along the route directed by the rails.

On the 48 this is overcome by filing a taper on the squared ends of the power bogie and then polishing the surfaces. To accomplish this, remove the motor by unscrewing the two screws alongside it. The geared truck should fall free allowing the motor to be twisted free of the underframe.

A file can be used to apply the taper while the shank of a drill (say $\frac{1}{8}$ ") can be used to polish the plastic surface upon completion.

While the motor is out, run it along the track to check how free it is. If it is tight, some of the gears may be burred, or too tight in their bearings. The correction of this is not hard, but beyond the scope of this article.

Reassemble the bogie and underframe and check that all wheels touch the track. If not, check the trailing truck pivot (it may be too tightly attached) or the motor pivoting points, the latter can be filed a shade to allow more clearance.

Underframe Height

One problem with the model that does concern some modellers is that one end of the model is higher than the other. The basic fault lies below the underframe, the power bogie end being 2mm lower than the other. To correct this, the objective is to drop the other end by 1mm.

This can be accomplished by countersinking the trailing truck bolster pin hole in the metal underframe on the underside. This will involve completely dismantling the complete underframe and using a $\frac{1}{2}$ " drill held in the hand, the hole is countersunk a 'cats whisker'; then checked. If OK, reassemble, else repeat the process. One further word of advice — take care.

Couplers

The model is supplied with a selection of three couplers for modellers to choose from. Those wishing to fit Kadees will have to fill in part of the skirt and glue the couplers in place, leaving the mounting box proud of the skirt. Some parts of the bogies will have to be trimmed to clear the No.5 coupler boxes.

Wheels

To many, there is nothing wrong with the wheels. If you're happy with them leave them be. Some don't like the oversize look of the wheels behind the bogie sideframes. This can be hidden a little by painting the sides of the wheels black.

On the models checked by AMRM staff, the back to back measurement was 14.5mm give or take a shade, so this aspect should not cause any running problems on points or checkrails.

However, the flanges are 1.25mm deep, and this may be a shade too deep to go through some pointwork smoothly. It is well over the NMRA recommended flange depth of 0.6mm. To eliminate any trouble at the points and to improve appearance, the depth of the flanges can be reduced by about half. To correctly accomplish this task a lathe should be used. However, not all modellers have access to a lathe and many have been known to remove flange depth by holding the wheel by the tyre in

the chuck of a drill, and running the drill at speed, using a flat file in short applications. Take care — for too many applications of the file will remove all the flange, and possibly wreck the wheel and thus the model. (If this does happen, try and fit the wheelset into the centre axle position where it cannot do too much to hamper the tracking of the model.)

An alternative method of reducing the flanges is to superglue the axle to the wheels and then hold the axle in the drill or lathe chuck.

Dirty Wheels

This was one of the items quoted by some as a problem with the locomotive. Any model will pick up dirt off the track if the dirt is there. Even stainless steel wheels, some of which are fitted to the highly priced brass engines and are the ultimate in dirt pickup avoidance, too collect dirt when it is in excess on a layout. To avoid loco and rolling stock wheels picking up dirt, keep the dirt off the track. This can be accomplished with the ever popular Peco track rubber, or if the gunk is extra thick using the new Fleischmann track cleaner. To maintain a clean track and electrical conductivity between rail head and loco the use of Wahl hair clipper oil, applied to the railhead in drops, is recommended. However, even track with the miraculous Wahl oil should be cleaned of dirt periodically, either with a cloth, wiping the crud off the rail head, or with an abrasive track cleaner when the crud is hard.

If wheels are dirty, especially the pickup wheels, the loco will not run. The pickup wheels must be clean. If the pickups rub on the tyre they will assist in keeping it clean, but the tyre must be clean to start with.

Weighting

Models can be improved in the traction department by adding weight. One must bear in mind that a model can only pull a certain amount of weight, be it attached to the coupler or on the underframe. The Trax 48 has a metal chassis, which is weighty, and without doubt extra weight could be added around the power bogie. There is some space available inside the chassis.

BUT, in adding the extra weight, you are putting added pressure on the motor, and as it is not by any stretch of the imagination a high quality motor, adding extra weight will shorten its life considerably. On top of this there are other wearing points, like axle bearings, gears and rubber tyres that will deteriorate quicker if overworked.

While extra weight is often the answer to the lack of traction, in this instance it could shorten the life of the initial investment, that ever so many complained was too high. Accept the model for what it is, and remember that the 48 class is a light line engine, and generally only has a short train behind it.

Acknowledgements

This article was written from information supplied by many modellers, most of whom are listed below. The management of AMRM thank all who participated whether knowingly or not, and also thank Trax Model Products and Joe Callapari of Casula Hobbies for their assistance in making this article possible.

Participants include:-Allan Brown, David Brown, Allan Cross, Brian Hocking, Dean Jackson, Keith Trueman, Barry Wood.

CLUB LISTING

The annual listing of Model Railway Clubs will be published in the December 1985 issue. Club secretaries/contacts should send the relevant details to the Editor, PO Box 4, Little Bay, 2036, by the 1st October 1985. — Managing Editor.

MAILBAG

Continued from Page 42.

Also I would like to know if any reader has photos of the coal stage at Lithgow. This was an unusual coal stage as it was built in a cutting with a passageway across the tracks where a front-end loader was used to coal locos on the mainline. I can be contacted at 12 Biruli Cres., Lithgow, 2790.

Patrick Cox,
Lithgow. 2790.

P.S. The turntable at Kandos is 60' and not 75' as stated by Alan in his general article. As a former resident of Kandos, to my knowledge it was always 60'.

Further comments re the above subject in AMRM News — Editor.

Sir,

As a result of Bob (the Candyman) Cooke's request for information on coloured C30T locos, an examination of ARHS Digests for the period 1966 to 1972 has produced much information which should be of interest to Bob and, hopefully, other modellers.

3028 and 3144 were 'coloured' by depot staff at Dubbo around Xmas 1966/67 and for a description of the respective schemes one could do no better than to quote verbatim from the Digest reports:

Digest Item D5.517 February 1968
"3144T is painted a pale green above a red running board, boiler bands and cab interior. The brass steam dome has been highly polished and the depot name 'Dubbo' appears in 3" high letters on the tender.

3028T, which our correspondent was able to inspect more closely, was sea blue above the running board which was painted yellow along with the boiler bands and cylinder ends (front and rear). Cylinder sides were finished in the blue (which is lighter than 3526). The locomotive numbers were painted in orange on the headstock and were polished brass on the cab sides. Again the steam dome had been carefully polished. On the bogie tender was painted a simplified coat of arms above the depot name 'Dubbo' in 3" letters."

A further item in the April 1968 Digest, the correspondent notes, inter alia, "the remarkable effect that these two colourful engines appear to have had on local railway morale and wonders what further effects would have occurred if (the other shunting engines) 3122 had been repainted maroon and 3289 yellow as was originally intended."

Although the hierarchy were apparently not impressed, 3028 and 3144 retained their colours as Dubbo shunters until shopped for overhaul, 3028 in May 1970 and 3144 in January 1969. Both were outshopped in standard black, 3028 going to Eveleigh until withdrawn on 21/6/71 and subsequently acquired by Hunter Valley Museum in October 1974. 3144 was sent to Temora in May 1969 and once again Digest reports: Digest Item D8.46 May 1970

"3144T has again been painted green with black smokebox and red boiler bands. It was repainted prior to its operation to Springvale and return on 11/4/70 hauling Set 6 (CBI 1255, HFO 1256) as a local version of the Vintage Train for Temora's Bi-Centenary (SIC) celebrations. A local newspaper reported that 750 children rode on the train. It is safe to assume that they did not all ride IN it."

Further reports indicated 3144 retained its green livery until it ran a tour to Tumbarumba on 22/4/72 whereupon it was sent to Enfield on 28/4/72, set aside and finally scrapped on 10/2/75.

Regarding tenders, 3028 had a bogie tender during this period, as noted previously, whilst reports in Digest indicate 3144 with a six wheel P class tender throughout the same period, photos in the May 1972 issue of Digest confirming this fact.

Allotment lists and other items throughout the period 1967-1972 indicate 3142 was not at Temora and is assumed to have been painted black through this period. Digest item D8.376, December 1970 indicated that "one of the Griffith shunters, 3075, was recently repainted by the local shed staff. It has been given a green livery (similar in colour to 176, alias 1243) on the boiler whilst the buffer beams and the edge of the running board is now a brownish red." No further reference to this loco being in green livery was noted in subsequent issues so I am not too sure how correct this report is.

On a lighter note, and seeing that Bob appears to have an overwhelming desire for a 30T that is different, might I suggest he number it 3146 and paint it grey and red with yellow, orange and white bands and black running gear. My own investigations indicate that at the

time 8101 was built Clyde did also build a full sized working replica of a 30T painted in this scheme but it was destroyed in an unfortunate fire in the factory, along with all the other bull droppings laying around behind the locked doors at Raglan at the time.

Bob Birdsey,
Toongabbie, 2146.

Sir,

Like many others over the years I would like to express my congratulations on the excellent standard of the AMRM which is not only being maintained but constantly improving — we the subscribers owe you fellows a debt.

I would like to take the opportunity to say that the article (John Burgoyne) "On Exhibitions & Things", June 1985 issue was thought-provoking in the sense that it does raise the issue of what are exhibitions all about and are they being put to the best advantage for us within the hobby. Some of his ideas I agree with — a few I don't; in a couple of instances I would like to add my personal comment and I would hope also in a constructive sense.

Firstly in regard to 'Menangle', I was first introduced to it by a personal friend who did a lot of work on the signals and whom I feel would be the first to agree that there have been further techniques and theories formulated in the years since it was built but this in no way takes away from a fine layout. Much of Menangle's realism, aside from the fine craftsmanship in buildings, equipment and attention to detail, is to be found in the very simplicity of the yard layout.

As John Burgoyne intimates, the layout is specifically designed for exhibition purposes. However it would not be impractical to operate a very interesting number of train operations utilising the storage area at the rear of the layout.

The major query of the article relates to what purpose do exhibitions serve in the modelling and non-modelling fraternity?

I do not believe there is just one answer to this question — but one purpose they do NOT serve is the nostalgia/return to one's youth and the first Hornby train set etc. Rather, the attraction to the non-railway enthusiast is the natural admiration (and I refer in the main to the male adult) for anything mechanical of a miniature nature — it can equally apply to model ships, aircraft, traction engines or what have you. The appeal may centre on the fine machining, the operation when in motion, or, more specifically in the case of model railways, to the overall scene. So we may assume, I believe, that the average person attending an exhibition who is not already involved in the hobby is a potential modeller and whom it is our responsibility, in the interests of everyone, to encourage.

So do we encourage the fellow walking from layout to layout at an exhibition with any form of friendly approach?

No — most of the time a couple of chaps sit/stand in the centre of the layout either looking into space or holding a one-to-one conversation. (That, I'm afraid, does not gain recruits to the hobby.) If you undertake the hard work of getting a layout to an exhibition, setting it up and spending maybe three days operating it, then there has to be some purpose behind it all and that simply is to 'spread the message'.

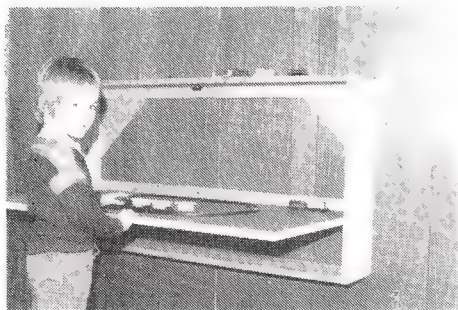
"The public wants to see trains in motion." Do they? It's fun to watch 30 or 40 hoppers and an HG trail behind a 55 for ten or so circuits but after that maybe it's time to wander over to that layout opposite where two 38s (one non-streamline for variety) are hauling an eight car set around a similar circuit but stopping at the through island platform when the mood takes one of the operators or that bogie derails again on the third car at the same double slip.

"On exhibition layouts constant motion is mandatory." Is it? I realise the writer is referring to shunting operations as well as mainline operation when he makes this statement — however, I am not certain I agree. I do not mean by that that everything just goes dead, but I do mean that a couple of minutes' break gives the operator/s an opportunity to address the spectators with: (a) some background on his layout; (b) an invitation for any questions; or (c) some information about the history of 30T class engines — "That is one standing in the middle road waiting to shunt that van from the headshunt."

With a prepared text, the operator could hold someone's interest for five minutes — at the same time imparting information about the hobby.

I enjoyed reading 'On Exhibitions & Things' — it

Continued on Page 56.



Shadow boxes by CIL Distributors Pty Ltd, P.O. Box 236, Castle Hill, 2154. Price in text.

Given the fact that railway modelling in the 1980s is being dictated to more and more by space restrictions, gauges like N and Z are steadily growing in popularity.

The British-to-its-boots concept of the end-to-end fiddle yard layout is also making an assault on the traditional tail-chaser.

Yet there are few layout aids available for modellers facing space crises, or other halves who can't stand bits and pieces laying around the house, or a whole room devoted to the hobby because of its generally chaotic nature, or little children who love to touch everything they see, or ... The list could be endless.

Sydney builder Anton Bogner says he has a neat, simple solution for the small modeller; one that should appeal to anyone who wants to lock his or her layout away after each operating session and one that doesn't take up much space.

Bogner has taken the old shadow box idea and mass-produced it. In a nutshell, the box is constructed from either standard pine or laminated board and has a table-top of heavy chipboard. The table-top forms the 'door' of the shadow box when closed. When opened, it gives the modeller a workable surface area of 60cm deep by 120cm wide — more than enough for an interesting little N or Z scale layout.

Provided the scenery was no deeper than the shadow box itself, everything could be folded up, leaving the layout dust-free. That in itself would eliminate one of the biggest hassles for small gaugers trying to run bug-free operations.

The box is very simply constructed. Two heavy bolts form the fulcrum for the workbench, and the workbench is held in place by its own weight forcing against a 2" x 1" length of pine screwed into the back of the shadow box.

Bogner says that for an extra \$2 he could fit a 2" shelf towards the top of the box for modellers to store their locos and rollingstock when the box is closed.

The box can be attached to any wall with only two heavy screws. The cost of this little gem is \$66 ex-factory for the pine timber model and \$56 ex-factory for the laminated version.

The same box can be lined with shelves and used as a small workbench. When the top is closed, the bits and pieces aren't on display for all to see.

Peter Heininger

Super Glue from Bostic. Available from hardware outlets.

It is often pleasing to receive products from the general hardware trade, with the view of reviewing them for model railroaders. Super glue, or ACC cement has been with us for many years now, and it is probable that most modellers who use this quick setting, and very strong adhesive have their own favourite brand, and do not plan to change. While this attitude is only to be applauded, modellers should not close their minds to new products, for it is possible that some MAY offer them better scope than the one used at present.

The Bostic Super Glue is supplied on a card with the glue and solvent shrink wrapped. The glue is in a 3g plastic container, while the solvent is in a 5ml container. Instructions for use are printed on the back of the card.

The glue was used as per instructions and it was found to be VERY strong, although rather slow for it took between 30 to 40 seconds to set on two plastic items. After an hours curing time it was very difficult to break this joint. The manufacturers do not recommend using the glue on porous surfaces or any item that is regularly washed.

The solvent is excellent — it works. There are instructions on using the solvent, but may it be suggested that all purchasers read and memorise the method for using the solvent, it just may save some

pain.

There is another very helpful hint on the pack for all users of super glues. Simply keeping the tip of the dispenser clean of excess glue at all times will ensure a longer life for the remaining glue. Very apt words. In summary, a very useful product.

Bob Gallagher.

NSWR guards van decal set for HO scale by Casula Hobbies, 245 Northumberland St., Liverpool. 2170. Price: \$0.80.

This decal pack, made by Broad Gauge Bodies for Casula Hobbies, supplies a selection of codes and numbers for NSW passenger and goods brake vans. Codes included are:- SHG, LHG, CHG, PHG, JHG, GHG, LHO, LHO. There are ten sets of numbers, independently printed along with a selection of separate numbers for individual use. Also on the sheet are the words luggage, guard, 1st, 2nd, MFE, MCE and TAM. The decals are yellow/orange on a clear background. A useful product.

Bob Gallagher.

VR GY brake gear and shunters steps, Kit No. PW2 by Broad Gauge Models, P.O. Box 136, Boronia, 3155. Price: \$6.75.

This kit consists of a sheet of etched 10 thou brass and a quantity of copper wire. It contains sufficient material to detail five GY wagons with handbrake, automatic brake and shunters steps. While the kit is specifically designed to complement the BGM GY kit, it could easily be adapted to any other GY wagon with little or no modifications. It is also suitable for HY, RY and some GZ class wagons. Parts are only supplied for the brake shoes and hangers. If the modeller requires full brake rigging he will need to fabricate it from wire following photos and on-site inspection of a prototype wagon.

All parts are cleanly etched and are easily parted from the fret. Following the sequence suggested in the instructions and using a superglue, the details go together very smoothly. Some parts may be soldered if preferred. The major difficulty for many would probably be the actual handling of the small and fragile parts; tweezers are essential, as is a No.76 drill.

The one small omission in the instructions is that they don't clarify to the modeller that the trainbrake works on all four wheels, whereas the handbrake is only on two wheels. Most VR modellers would probably be aware of this anyway. Summing up, this is a well designed product and an excellent way of dressing up your GY wagons with a minimum of effort.

Peter Eisenhut

FO roof in HO scale by Camco. Available from Casula Hobbies, 245 Northumberland Street, Liverpool. 2170. Price: \$3.00.

Another detail component from Casula, this time the component is aimed at the scratch builder or the kit builder who has either lost a part or made a mess of that supplied. It is the roof of the FO kit and includes the detailed underside ends, it being supplied in a poly bag. It would be ideal for a replacement for one of the many cast FO kits that were on the market, prior to injection moulded kits making an impact on the market.

Bob Gallagher.



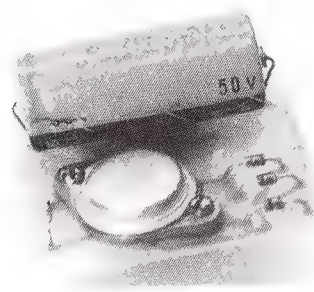
N.S.W. tank car speed restriction signs in HO sale by Craftsman Models, 29 Otford Road, Helensburgh. 2508. Price: \$1.80.

The petroleum tank cars on the N.S.W. railways are primarily privately owned and each company has its own distinctive method of marking its wagons. There is however a sign that is common on all tank cars and that is the six sided shape with the speed restriction sign inside. On the prototype the sign is yellow on a black background, the black naturally being the side of the oil tank.

As supplied on the 55mm x 55mm sheet there are twelve signs in all, six for 80kph and six for 50mph. They have the correct shape, the size appears correct and the lettering is finely applied. On the sheet the signs are orange, but these did turn to yellow when applied to a black background.

Designed for a special use, but regardless a fine product.

Bob Gallagher.



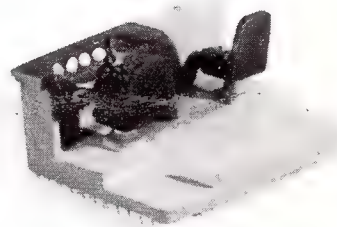
Pointpower by Tempest Electronics, PO Box 265, Ferntree Gully, 3156. Price: \$17.95.

Have you ever been in a situation where your transformer for the point motors has been found wanting? You throw the switch and only a couple of many points switch over. Well, this electronic device may be of use to you.

Capacitor discharge units are not new on the scene, but this one appears to have a little extra 'zap'. It is mounted on printed circuit board 60mm x 55mm in size, the overall height being 20mm. It is supplied without case so that it may be enclosed within the control panel, or under the layout. Supply voltage should be 16v A.C. and relevant directions are supplied to complete the necessary wiring.

The manufacturer indicates that the device will provide sufficient power to switch six points (at once) on a diode matrix setup, but this will depend totally upon the free movement of the points and the time allowed to let the capacitor become charged.

Bob Gallagher.



NSW SRA 81 class cab interior in HO scale by Far North Models. Available from Tamworth Hobbies, Shop 27, Kmart Plaza, Tamworth, 2340. Price: \$9.00 set.

One of the new items from a new manufacturer is this cab interior. No one needs to be told that modellers constantly seek to add detail to their models, and Far North Models have catered for this need by providing the detail for inside the model — the subject being Classic Brass Models' 81 class, from Casula Hobbies.

As provided in a poly bag, each cab interior is supplied assembled and painted. The parts are epoxy mouldings and all items are on a flat 21mm wide x 28mm long base. Detail provided includes drivers and observer/trainee drivers' seats and control pedestals which include gauges and the various levers. The seats and dash area is black, the floor tan and the remainder green. The gauges and handles are silver.

Overall, detail is exceptionally good, and quite impressive but — when these items were shipped, both were inside the same poly bag without any protection. Despite arriving in a padded bag, one interior was minus all items that protruded from any surface, the remnants laying in the bottom of the bag. An exercise in safe shipping by post is one requirement that is needed for these products to be successful — for they are very good, and no doubt will be welcomed by many.

Bob Gallagher.

S.R.A. of N.S.W. 422 class diesel electric locomotive in HO scale by Lima. Imported by Southern Models, Panorama, 5041. Price: \$63.00.

The 422 class was introduced to the N.S.W.G.R. in 1968, being built by Clyde Engineering. The 422 is a J26C type, having the EMD 645E V-16 diesel engine similar to that in use in the V.R. X class. It has a rating of 2,200 horsepower, 2,000 of which is available for traction. 42201, the first of twenty units, was introduced to service in January 1969. Like all N.S.W.G.R. classes, while having the standard N.S.W.R. Indian Red and chrome lining livery, the 422 had its own exclusive



lining style, which it retained until the abortive 'reverse livery' period. The class, visually, received a real boost with the new 'candy stripe' livery, for this colour scheme really suits the 422.

Operationally, the 422 can be seen on the main south, between Sydney and Albury (and now Melbourne) working all the major trains, including the Southern Aurora and Spirit of Progress, and express freights. At speed, the 422 has a stuccato exhaust beat that cannot be bettered by any other GM unit.

The model, 42213, faithfully represents most of the class, there being at least three that vary from the norm, including super 42220. Dimensionally, the model is well proportioned. The width is spot on, as is the length of the loco body, but some sections of the underframe are up to 2' short. The worst of these, over the buffing plates, is no doubt an endeavour to provide for easier coupling. On one end the height is 5" (125mm) short, while the other end is too high. This discrepancy can be adjusted below the footplate by placing Peco/Kadee insulated washers (to a thickness of 0.8mm) over the bolster pin of the unpowered bogie, between the bogie and the underframe. These inaccuracies, though they be minor, do not in any way detract from the model.

Detail wise, it is debatable if the model could be bettered, for nothing appears to be left off. All body panels and cover strips are in place, including rivets, filling points (including caps and hinge detail), along with fuel gauge, cab steps, steps on pilot side, twin head light and pilots, roof fans which include fan blades, open exhaust ports, five chime horns, multiple unit sockets with covers, handrails on nose and on cab door sides.

A new feature (for Lima) on this model is the fitting of the window glass and the detail on the underframe. The window glass has been fitted so that it is almost level with the outside of the model. In other words it looks like real glass. An added extra is the windscreen wipers. The detail on the drop-frame chassis includes the lower lip of the metal work and the many conduits along with saddle strapping that runs the length of the loco. The underframe is cut-away, where necessary, to allow the power bogie to pivot. The section where the gear retaining bolts are visible is a shade unsightly but these can be painted out. The staff exchanger is the most realistic ever applied to a plastic model and only needs a short section of wire to be complete.

The model is painted in the standard livery applied when the class was introduced. The colour is a shade too purple, but quite acceptable. Detail added here included the chrome flash on the mansard above the cab, the NSW coat of arms in an egg-shell oval on both sides and each end, the class number on each side and in the number boxes on the ends and the Clyde Engineering builders plate above the staff exchange opening. Paint wise, the detail and lining has been applied in a professional manner, with only a little fuzziness visual.

Mechanically, the 422 has the standard Lima G type mech, which is accessed by unclipping the body from the underframe — which is not an easy task. The sides of the body must be spread to release the internal clips, and the end clips released by sliding a fine blade between the body and the underframe. Another method is to bend the underframe from the centre and flex the underframe out. Lady luck must play a part in the latter method.

Attached to the underframe is the staff exchange gear, the pilots, the headlighting system and of course,

NSW SRA 422 class diesel electric in HO scale by Lima.

the bogies. The pilots are not complete and are denude of anything below the standard Lima uncoupler. Those choosing to add Kadee couplers may wish to add the remainder of the skirt and the cow-catcher. Kadee couplers suggested are 8s or 5s suitably packed to correct height. Some modification will be required.

The headlighting system has grain of wheat type lamps each end, both diode controlled. Electrical pickup is parallel to the bogie pickup system. The light is then transferred to the twin headlights in the top of each end via section of the window glass material. The result is very impressive.

As mentioned, the standard G type mechanism is utilised, this being a single bogie drive, the other being used only for pickup. On the power bogie only two axles are driven, the right hand tyres on each axle being fitted with traction tyres. Standard 11.3mm, metal etched wheels are fitted, complete with 2.4mm wide tyres and 1.45mm deep flanges. Wheel back to back measurement varies from 14.05 to 14.5mm. It is suggested that, for fault free running, this should be corrected to 14.45 — 14.5mm.

The motor is fitted with an anti electrical interference device, and drives the geared axles via a chain of delrin gears. The only other thing inside the model is a massive 20mm x 40mm x 30mm section of oil covered bright mild steel. For maintenance purposes, keep the oil on the steel, and for traction purposes, do not think of removing it.

Lima, obviously as a cost cutting exercise, has used the bogies from the S/42 classes. Whilst being 1' over length prototypically, they are quite acceptable. For the purposes of accuracy, however, the centre brake cylinder faces the wrong way. Purists can quite easily carve off the brake cylinders and fit new ones if required. Most modellers, including this reviewer, will no doubt ignore this aspect.

On the track, this model proves to be the best in the Lima Australian range, better than many other plastic locomotives and better than most brass locomotives in raw pulling power. The top speed of 227 kph (141 mph) was reached at 14.5 volts, reducing to 192 kph (119 mph) at 12 volts, while a smooth crawling speed of 5.05 kph (3.13 mph) was obtained. The high speed aspect is typical of the Lima range and one must consider that nine volts is recommended. However the speed aspect can be readily corrected by (operator) operational control. A second model was tested and showed to be a shade faster than the review sample.

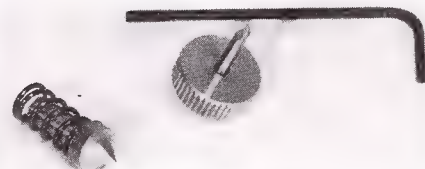
The model responds to the controller, and readily negotiates Shinohara (unmodified) No.4 points. The back to back problem did cause a derailment on a check rail, but that was once in about 30 passes. With a load, 42213 excelled. The once standard 14 Lima passenger coaches (most fitted with Casula wheels) had to be supplemented by a further 3 coaches and then a rather heavy Rails North KLY van, and still the model appeared to have something in reserve. On the spring set, the drawbar pull was 105 gram, but on the slightly graded track the loco easily lifted the load. Up the 1 in 30 grade, 42213 easily reached the top after 13' of the grade but it was only able to start from a stand with 15 cars. This result can only be described by the word —

SUPERB.

Many, many modellers have been waiting for the Lima 422 class, and without doubt many, many modellers will be very happy with the model. It looks right, and it works right, and is that not all one expects to get for one's money? No doubt reverse livery and candy stripe 422s will soon appear from modellers and outlets alike, and is this not what modelling is all about — being satisfied with an available product or being able to readily convert a model to that of one's choosing.

Well worth the wait, and possibly, like the Lima 44 class, one good reason why a brass 422 will not be manufactured. What higher compliment could a manufacturer seek?

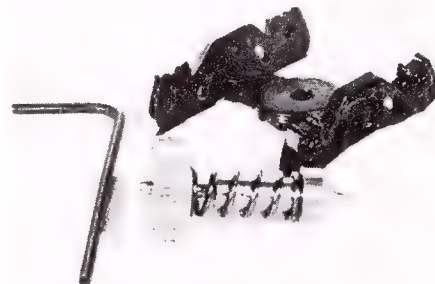
Bob Gallagher.



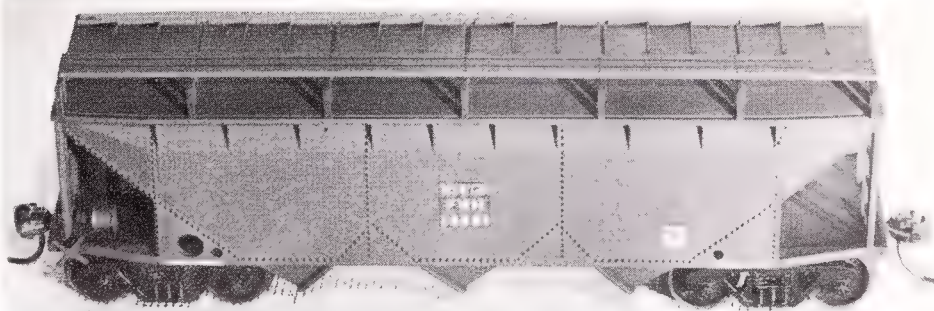
Joe's Bearing Tool for HO/OO gauge. Available from Casula Hobbies, 245 Northumberland St., Liverpool. 2170. Price: \$7.50.

When available, this tool would have to be the find of the 1980s. It comprises a knurled spinner, cutting tool, centre, spring and Allen key. Each end of the tool is shaped; one end to the taper for a pin point bearing hole/point; the other a 2mm square end shape. Both ends are cutting tools.

To drill holes for pin point bearings, select the stub end and position in the spinner via the Allen key, but restrict the depth of the hole by limiting the length of the cutter from the spinner. If drilling for the first time, set the depth short and have a couple of attempts instead of damaging the axle box. The next step is easy. If the hole has to be drilled in a four wheel vehicle sideframe it can be done before assembly by just spinning the spinner on the fingers. Remember keep the tool upright so that the hole will be square. When to the correct depth, fit the bearing.



Bearing tool assembled together.



NSW SRA FWH wheat hopper kit in HO scale by AR Kits.



V/Line S 310 in HO scale by Lima.



NSWGR FWH (NGBF) wheat hopper kit in HO scale by AR Kit Co, PO Box 736, Grafton. 2640. Price: \$11.70.

The FWH bogie wheat hopper was introduced to traffic on the NSWGR in 1951 as the BCH coal hopper, the 1,485 strong class being part of the post war (WWII) railway rebuilding programme. In 1953 some of the class were fitted with a roof for cartage of grain and cement, although the roofed hopper was sometimes used to carry coal. The BCH class were manufactured by three companies and delivered up until 1960 when a further 150 wagons coded HCH were delivered.

Initially the BCH were fitted with Bettendorf bogies, as were the BWH and the BRH, the cement carrying version. The HCH, having a higher carrying capability, were fitted with low-hung clasp brake bogies. The load capacity of the BCH and BWH were increased by the use of roller bearing bogies and signified by the code change to FCH and FWH, this upgrading taking place in the early 1970s. In 1970 there were 846 BCHs, 386 BWHs, 121 BRHs, 160 HCHs and 103 HRHs in service. In 1976 there were 246 BCHs, 561 FCHs, 45 BWHs, 327 FWHs, 18 BRHs, 102 HRHs and 158 HCHs in service. By 1982 the number of wagons in service had reduced to 5 BCHs, 216 FCH/HCHs, 339 FWHs and 160 FRH/HRHs. The influx of the modern aluminium bodied wagons made the steel sided hopper too expensive to maintain. In 1985, according to official records all the BCH/FCHs have gone (there being a few on the South Maitland Railways) but there are a few of the BWH/FWH and BRH/FRH style of hopper still in service, the cement and grain style of wagons being very similar.

As introduced the hoppers were painted gunmetal — a dark grey, and over the years received the colour of paint depicted by the administration of the time — PTC blue and SRA red. Generally, the wheat hoppers were used in block trains, but were not known as such at the time. It was not unusual to see the wheaties in ones and twos being delivered to small graineries or flour mills. The cement hoppers were also used in num-

bers, but rarely did they make up the complete consist as did the coal and wheat versions. Today, the weathered red cement hoppers (NPBF) are a real challenge to model. This kit is the basis for either the cement or grain wagon, the style of bogies used designating the code.

Like the prototype, this kit was initially introduced as the BCH coal hopper kit, and AR has now added the lid plus a few extra embellishments.

As supplied, the kit includes a roller bearing style bogie which designates the kit FWH or NGBF for modern era followers. Produced by the injection moulded method the styrene parts come inside a plastic bag with a card top, the latter doubling as an assembly instruction sheet (inside) and a prototype reference sheet (back). Parts supplied include sides, floor, roof, ends, air receiver, brake cylinders and lever, roof hatches, roof walk planks and supports, bogies and bogie retaining pins and a sheet of decals. Sufficient to produce a well detailed kit.

As with all kits from this manufacturer, the parts have to be removed from the sprue, cleaned up with a file or knife and then assembled and glued together — MEK being suitable. It is wise to follow the step by step instructions, which are very helpful except that they do not tell you when to file the taper onto the end of the top edge of the sides.

Assembling the kit is not a five minute project, but a couple of hours will see an excellent model produced, all parts fitting well without need of any gap filler. The model is a good representation of the prototype, and while being a trifle difficult, a pleasure to assemble. With Kadee No.5s fitted, some extra weight should be added, but this has to be done before the lid is glued in place. The model can be super detailed with handrails, brake piping and by adding the hopper door opening mechanism and supporting channel irons.

A highly detailed, accurately scaled kit that caters for virtually all modelling eras since the late 40s, for those who desire the earliest of NSWGR block trains and for those who desire that single hopper to use on that pickup goods. A very welcome kit for the NSWGR modeller.

Bob Gallagher.

V/Line S class diesel electric locomotive in HO scale by Lima. Imported by Southern Models, Panorama, 5041. Price: \$55.00.

The S class was the Victorian Railways version of the Clyde Engineering built GM class (being used by the Commonwealth Railways) and 42 class (in service on the N.S.W.G.R.). The V.R. had a similar unit in service, the B class, but it was double ended. The S class was introduced in 1957, there being a total of 18 placed in service. A detailed article on the S class was featured in Issue No.95.

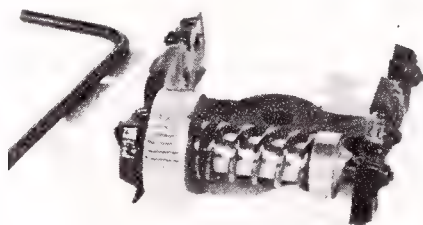
Like other rail systems, the Victorian Railways initiated a number of moves to brighten its image, one of these being to change its name to V/Line. One visual aspect of V/Line was a new colour scheme on its locomotive fleet and rolling stock. The royal blue gave way to grey and orange, a very impressive livery, and one readily accepted by modellers.

Lima first released this version of the S class in 1981, after an aborted effort of modifying the NSWGR 44 class in 1976. The then new S class, was well received (review issue No.107) due to its good likeness to the prototype and excellent level of detail and livery. This repaint has been applied to the model as first released with only a few mechanical modifications applied.

The deep grey livery has been applied all over the body, this colour highlighting the detail behind the side panels. Orange has been applied to the side panels at both ends, and on both ends. The V/LINE logo, with green slash adorns each side, while the 'V' is on the nose. Further embellishments include the class number 'S 310' in a white box on the side panel, the class number in the illumination boxes on the nose and, in white, on the door of the number two end. The 'radio equipped' insignia is on the cab side, although there is no evidence of an aerial, while the 'GEORGE HIGINBOTHAM' nameplate is also on the cab side. A further application of the new livery is the pilot, which is orange with black diagonals.

The application of the new livery, lining and lettering cannot be faulted, although the orange does not seem to be deep enough. The painted pilot is a nice added extra.

As indicated, this is the basic Lima model and it has basic Lima couplers, wheels and 'G' type mechanism. Speed wise, it reaches maximum speed of 256 kph (159 mph) at 15 volts which reduces to 206 kph (128 mph) when only 12 volts is used. A smooth crawling speed of 7.4 kph (4.6 mph) was attained. Power wise, it has a drawbar pull of 50 gram, and can readily haul 10 Lima passenger cars over the test track, but could only lift (and start with) 7 Casula wheel equipped cars up



Bearing tool inserted between axlepoints on bogie.

If the sideframes are assembled or the bearing are wanted in a bogie sideframe, fit the centre device over the long end of the tool with the spring between. To drill the hole simply slip the assembled tool between the axis of the axle, the centre device in one bearing point, the tool in the other, and spin! For the other side, turn the tool around and bore the other side.

To use the pointed tool, which will drill an angled hole in styrene or delrin accurately, simply use the pointed cutter, limiting the length of the hole by adjusting the length of the cutter extending through the spinner.

This tool has removed all the guess work in fitting brass bearings in plastic sideframes, and has now become one of the most important tools in the tool kit.

However there are two things wrong with the tool. The first is the lack of any instructions on how to use it. The second is that there are not enough of them available. Both easily overcome.

A very handy tool!

Bob Gallagher.

the 1 in 30 grade. These speed and power levels can be altered with controlled operation.

Visually it is a very attractive model, which has already caused some good comments among non V.R. modellers. It certainly presents the V/Line image for modern day modellers, and like the AN 937, gives another good reason (excuse) why one should model Australian railways and not an individual system.

Bob Gallagher.

Australian National 930 class diesel electric locomotive in HO scale by Lima. Imported by Southern Models, Panorama 5041. Price: \$55.00.

Resplendent in green and yellow, this model is the third repaint of the N.S.W.G.R. 44 class that was first released fifteen years ago. The model looks better than any of the other four liveries applied to the base model.

The 44 class, manufactured by A.E. Goodwin, features an Alco powered diesel engine and is the New South Wales version of the South Australian 930 class, which was introduced in 1955. Known as the 'World' series diesel, the South Australian Railways purchased 37 diesel units for their broad gauge system. When the N.S.W.G.R. commenced dieselisation, they chose the Alco 'World' diesel as their mainline unit and purchased 100, delivery commencing in 1957.

When Lima became involved in the Australian model railway scene, they chose the N.S.W.G.R. 44 class as the locomotive, and two Indian Pacific coaches, as the subject for HO scale models. They arrived in Australia in October 1972, the locomotive selling for \$13.00 and the coaches \$2.98 each. (Both models are reviewed in issue No.59.)

Despite there being differences between the 44 class and the 930 class, Lima quickly repainted the 44 into a 930, but no modifications were applied to the model. This, the second repaint for the 930 class again does not see any body modifications applied to the model.

There are a number of differences between the 930 and the 44, the most obvious being the lack of buffing plates on the 930. Time has seen many engineering modifications applied to the 930s, which has not been applied to the 44. These variations in detail can be seen in two articles published in AMRM (Issue Nos.87 and 126). However, it should be pointed out that the base body panels and shape of the 930 is identical to the 44 class, and as a model the 44 class was considered a very good representation of the prototype.

When Australian National Railways took control of the South Australian country services in the mid 1970s, all 930s were transferred, the class retaining their maroon and silver livery with only slight logo change. As Australian National sought a new corporate image, they chose the popular Australian colours of green and gold (modified to green and yellow). Gradually this livery is being applied to the AN fleet. On the 930s, this includes a green body, grey roof, yellow bogies (in some instances), a yellow panel with a black AN logo on each side, yellow lining and a yellow AN logo on each end.

As outshopped, the model is magnificent in appearance, all colouring and lettering being applied without any overspray, or any fuzzy edges. The model is finished off with a dull silver class number, 937, while the handrails have been relieved in silver.

While the model may still be a 44 class, and the front number boxes still contain the 4469 numerals and the buffing plates, the model has been upgraded mechanically, with the Lima 'G' type mechanism, which retains the ringfield motor but has better gearing and a better weight ratio than before. When applied to the track, this energy is surprising, in fact outstanding.

It still has a high top speed of 270 kph (167 mph) at 15 volts, dropping to 227 kph (141 mph) when only 12 volts is applied. Down low, a steady crawling speed of 6.75 kph (4.2 mph) was obtained. Power wise, the model has a draw bar pull of 85 gram, which, when applied to the track allowed the model to haul the full complement of 17 Lima coaches (most fitted with Casula wheels) over the test track and up the 1 in 30 grade. The model was also able to lift the same load from a standing start on this steep grade.

Despite not being a 'dead' accurate model, 937 is magnificent in green, the semi gloss sheen and the yellow bogies really lifting the model. The speed may be too high, but this can be modified by controlled operation. This model is one good reason to become a modeller of Australian trains, and not limiting oneself to a single system. Incidentally, for the record, the real 937 has yet to receive the AN green livery.

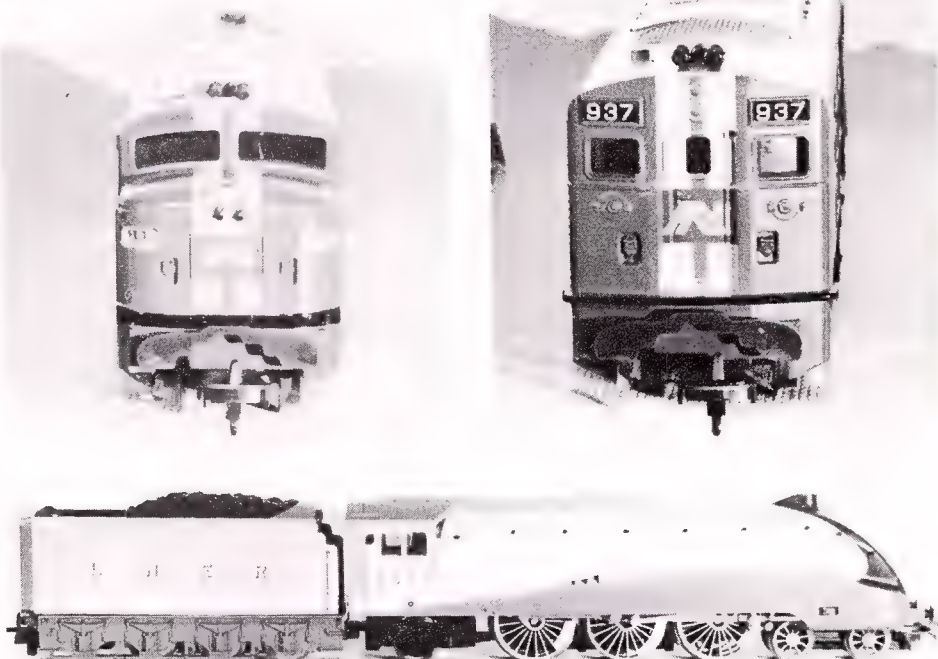
Bob Gallagher.

Hornby A4 Pacific 'Silver Fox', produced by Hornby Hobbies, Margate, Kent, England.

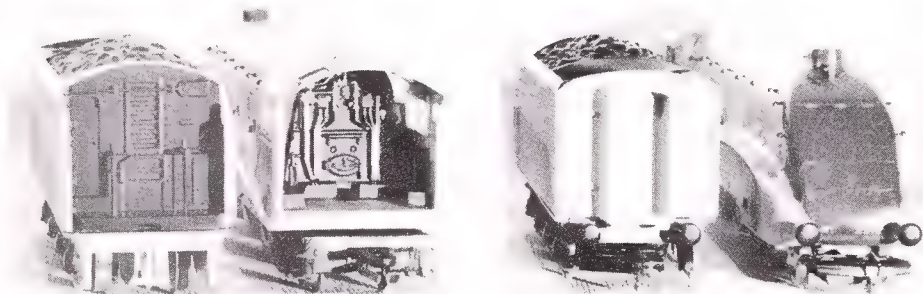
The mid-thirties was an era in railway development when a lot of attention was paid to streamlining. In England, the London & North Eastern Railway revised



AN 930 class diesel electric in HO scale by Lima.



A4 Pacific 'Silver Fox' in OO scale by Hornby.



their earlier A3 Pacific design, as typified by the famous 'Flying Scotsman', applied a streamlined casing and created a new train for it to haul.

A striking colour scheme of silver and grey was applied to the four new locos, which were given names with a 'silver' theme. The new train was to be known as the 'Silver Jubilee' after the 25th anniversary of King George V's accession to the throne. A schedule of four hours for the 268 mile journey from London to Newcastle was determined by earlier trials and the new locos soon showed their capability for the demanding task.

The fourth loco of the order 'Silver Fox', the prototype of our model under review, carried on its boiler casing a stainless steel replica of a fox on the run, provided by a large steel company. One of these foxes has been retained and displayed in a museum. Heading southbound toward London on 27 August 1936 on the 'Silver Jubilee' plus dynamometer car, 'Silver Fox' earned a place in the history books by attaining 113mph, at that time the highest speed ever on a revenue train. The glory was somewhat tarnished as the inside big end destroyed itself before reaching London and a rather noisy entry into the capital was made with the inside cylinder and drive in a very poor state.

The success of the four locos led to subsequent batches of 17 and 14 locos being constructed to reach a total of 35. Later colour schemes were green and then the familiar Garter Blue that all members of the class received prior to World War 2.

Most readers would be familiar with the exploits of

one of the later members of the class 'Mallard' as it broke the world speed record on Sunday, 3 July 1938, when it hurtled down Stoke Bank at high speed, just touching 126mph for a few seconds. Wartime conditions precluded further adventures, leaving the locos to harsh operating conditions for that bleak period in time. Peace-time brought fresh coats of blue paint followed by nationalisation and its all-pervading (for express locos) coat of Brunswick Green paint.

As British Railway's policy of total dieselisation began to take effect in the late 1950s and early 1960s, the A4 Pacifics found themselves more and more relegated to lesser duties. Apart from the one loco of the class bombed during World War 2, the remaining member soldiered on until the early 1960s with the last two examples being withdrawn in September 1966. Happily, six examples of these magnificent machines have been preserved. Some are currently in working order, others being on static display in Britain, Canada and the United States. One reputable author has stated that 'Mallard', the most famous of all those remaining, will be in steam again in 1988 to celebrate the 50th anniversary of its epic run.

Our model for review, 'Silver Fox' is probably one of the most striking model locos to be forwarded for review for some time. Finished in the original silver and grey colour scheme, the model is further enhanced by the grey spokes of the loco's wheels and the silver-with-blue-shading lettering. In addition, a neat representation of the Silver Fox emblem adorns the boiler casing comparing very favourably with a photograph of

the prototype. In the press release accompanying the review model, Hornby are obviously very proud of their efforts in producing this unusual model. I am sure their pride is well-justified as the finished result is not only very eye-catching but extremely close to published material on the subject. Hornby go on to say — "Special paint had to be formulated and applied using special spray conditions" and "This year's pick of the bunch". One small but nevertheless interesting point about this particular version of Hornby's model is that it is the first version that they have produced with a single funnel. This is, of course, true-to-prototype as only the last of the batch were fitted with double chimneys from new, all others being fitted at a later date.

Performance wise, the model is well in line with Hornby's current high standard. For review purposes, an 'H&M Clipper' controller was used on a layout with curves generally of about 600mm radius. A train of free running carriages was used initially for testing, the load being built up to 12 coaches with only a slight drop in performance being noted. Subsequently, a load of 12 older style carriages was also tested, these carriages not being fitted with pin-pointed steel axles. Performance was noticeably affected but still within acceptable levels.

For those not familiar with recent Hornby locos, the common practice is to fit a four wheel drive unit with centre lazy axle in the tender. With 'Silver Fox' an additional trailing axle in a pony truck is included, similar to an 0-6-2 tank loco, to create the effect of a bogie tender. Hornby have greatly refined this power unit in recent times and it now performs very sweetly.

To summarise, an excellent representation of a difficult prototype finished to a very high standard and with a performance matching its good looks. Congratulations, Hornby, easily your best model yet.

David Taylor

Pow'rbond adhesive by HB Fuller.

This is another of the superglues on the market, it is one that is openly advertised for use with many materials including wood and other porous materials.

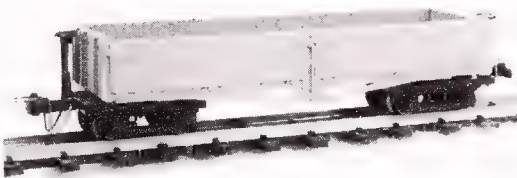
This style of marketing is a challenger to reviewers, but tests did not prove the glue unable to cope with wood, or glass or metal. In fact, after the glue had been

allowed to cure it was found to be an excellent adhesive, in some instances being used on expensive cutglass ornaments without any detrimental affect . . . and the bond was definite. This is despite the manufacturer recommending that the glue should not be used on glass, or for that matter any polyethylene or polypropylene PTFE products.

Supplied in the usual metal tube, the top has to be pierced and the plastic applicator screwed in place. Bonding details for wood are printed on the rear of the package along with other relevant details.

An excellent product that many will find very useful.

Bob Gallagher.



WW1 War Department Class D dropside bogie open wagon in OO-9 scale by Dundas Models. Available by mail order only from Dundas Models, P.O. Box 009, B'ness Scotland, EH 519AA. Price: \$3.95, plus postage. Credit cards accepted: Visa.

During 1916, the development of the 60cm gauge railway system by the British War Department called for a series of 10 ton high capacity bogie vehicles to be built. Many thousands of those vehicles were produced.

After the war, both public and industrial railways purchased these wagons from the war surplus sales. Due to their sound design and construction they can still be found on narrow gauge railways today.

The kit comprises grey polystyrene castings and one-piece black plastic bogies with Roco metal wheels. The moulded detail of both body and bogies is extensive and very sharply defined. The kit is designed to use Bemo OO-9 couplings, which are not included but are obtainable from Dundas Models.

The detail on the castings is excellent and minimal cleanup of flash was required. Assembly of the body components was very straightforward.

The axle boxes on the bogies were too far apart for the needle points on the axles to fit comfortably. Some styrene shims, drilled to accept the needle points, had to be glued in place. This was not entirely satisfactory, however, and I will probably replace the bogies with some quite inappropriate but nonetheless workable N scale bogies.

Peco OO-9 couplings were used, with the headstock end shortened a bit and glued onto the bogie. BEMO couplings would probably be better in operation.

Whilst I cannot vouch for the accuracy of the model, it looks very nice and displays the necessary degree of narrow gauge charm.

Scott MacLean

Oz Flock scenic material, released by CIL Distributors Pty. Ltd., Castle Hill, 2154. Price: \$1.65 per bag.

Oz Flock is a relatively new brand of dyed sawdust scatter material to the Australian market. There are some 15 or so colours in the range, plus a pack of yellow and red and a pack of yellow and blue. Each pack consists of a clean plastic envelope with a green card top, the top provides suggested methods for fixing the flock (usually with white glue or a liberal coat of paint).

The sawdust used in this product is relatively fine texture, even to the point that a good percentage of it is dust-like. The colour range is quite extensive and certainly gets away from those vivid greens so common to the European manufacturer.

Not all the colours are green: there are some good earthy colours, a wattle and a river sand.

I do not like the use of just one medium when doing scenery. I tend to favour the blending of sawdust, zip-texturing and ground foam. It fits the bill admirably — as sawdust. Therefore, dyed sawdust is an absolute necessity in our everyday scenery techniques. Oz Flock fits the bill admirably.

Allan Brown.

MAILBAG

Continued from Page 51.

was interesting and in most areas I see eye-to-eye with John, so if he stirred me enough to write a letter disagreeing with a few of his comments then remember it's just my opinion. Last year I had the opportunity of visiting the Wembley MRE and a couple of others overseas. It was good — very good — but we have nothing in this country to concern us in our modelling standards.

Irrespective of one's following in country and railway, Philip Knife's group with the 'Somersetshire Midland' and earlier the LSWR branch (1983 exhibition) are typical of how an exhibition model railway should operate — a sequence of trains, if not a timetable, interspersed with thumbnail sketches of 'TGs' or bad tempered CMEs such as Donald Drummond etc. Branch terminus to fiddle yard has become very effective in Britain, also for exhibition layouts with timetable working in mind.

Best wishes for the future of the magazine.

Kel Woodside,
Forbes. 2871.

Sir,

Many model railway exhibitions have passed since I first realised the satisfaction and pleasure to be enjoyed from what I consider to be the most popular of all model hobbies.

It has therefore been most interesting to read the viewpoints of others on the subject of exhibitions, especially those expressed by John Burgoyne in the June 1985 issue.

Whilst I enjoyed what appeared on the surface to be an unbiased and concerted effort to put forward his views in the best interest of future exhibitions, there were points raised which I disagree with, and some leaving me more than annoyed.

I believe exhibitions have specific areas of responsibility to be maintained in the interest of the general public, clubs, private exhibitors, commercial exhibitors and the hobby's direction for the future.

First and foremost — is to provide for the general public, for without their patronage most if not all exhibitions could not exist. At the same time, promotion of the hobby becomes easy, as this is where most of our

new modellers are recruited.

Secondly — Model railway clubs should be encouraged to exhibit by catering for their need of quality venues to display their capabilities and solicit new members.

Thirdly — private exhibitors should also be encouraged to participate as their help is required to produce a plentiful supply of new and varied layouts and exhibits that are required to ensure exhibitions can maintain a high level of expectancy.

Fourthly — Commercial exhibitors require a venue which provides a steady flow of prospective customers at floor space cost they can afford. Many believe they only exhibit for huge profits, but don't consider that they usually try to have the latest in new models and equipment on hand as well as a cross-section of just about everything between them, which all under one roof must be helpful to prospective new modellers.

The Future of the Hobby — Needs more than just a casual thought. I believe by careful consideration of the above combined with annual reviews of requirements, that a sound future can be assured.

I feel sure that exhibitions that continually vary annually can be assured of an ever increasing patronage by the general public and modellers alike. By the same token any exhibition that encourages both club and private exhibitors financially and socially can likewise be assured of an abundant supply of willing exhibitors and new layouts of an increasing high standard.

At present I believe most (not all) model railways exhibitions are nothing more than fund raising ventures, with little or none of the profits used to support or promote the hobby or assist those that have helped support or promote the exhibitions. I have often asked myself just how much of the profit from some of the larger exhibitions is injected back into direct benefits for those that support them?

Firmly believing that small contributions to exhibitions (club or private) over and above negotiated transport costs before acceptance to exhibit to be an investment in the future.

Most organisations wish to avail their exhibition of the best quality layouts at their disposal, but do little to contribute to the usually costly construction of the new exhibits. This may account for statements like 'not bloody Menangle again' or 'will anyone ever build an-

other improved layout to better Menangle?'. We all know that there are modellers with the capabilities but they don't have the incentive to be bothered bettering 'Menangle'. Maybe most exhibition organisers don't have the foresight to provide the incentives required.

Might the cost and effort required to produce quality exhibition layouts be reflected by the number of layouts exhibited by the organisers themselves?

As a private exhibitor and exhibition organiser myself I enjoy being a spectator as well, hoping to be inspired by innovative new layouts with updated techniques. In the past most of the layouts and exhibits which have filled the bill have been private, Laurie McLean and Gerry Hopkins to name just two. In paying my admission I would like to think that a small percentage would go towards helping modellers to produce new layouts in the future for the rest of us to wait in anticipation for exhibition doors to open.

John B's article suggests that private exhibitors like those that model at home should wear the cost and not receive any financial reward over transportation costs. It was this point of view which annoyed me more than any other and prompted me to put forward my thoughts. I sure would like to meet any private exhibitor lucky enough to have made a profit or mercenary enough to have even expected to. I personally have to receive enough transport costs let alone anything else. But I have had at one exhibition after convincing them they should at least provide meals, they would provide meals for two. Pity there were three of us. But to class us with those who model at home, do nothing at all to promote the hobby, but thankfully come along to advise us how to do what they usually can't. I'm lost for . . . words.

Another area that is almost always overlooked is the social side of exhibitions for the exhibitors. Usually we are too busy with the operation of layouts during the exhibition to even meet other modellers let alone swap ideas, especially when we are usually hustled out as soon as the doors are closed.

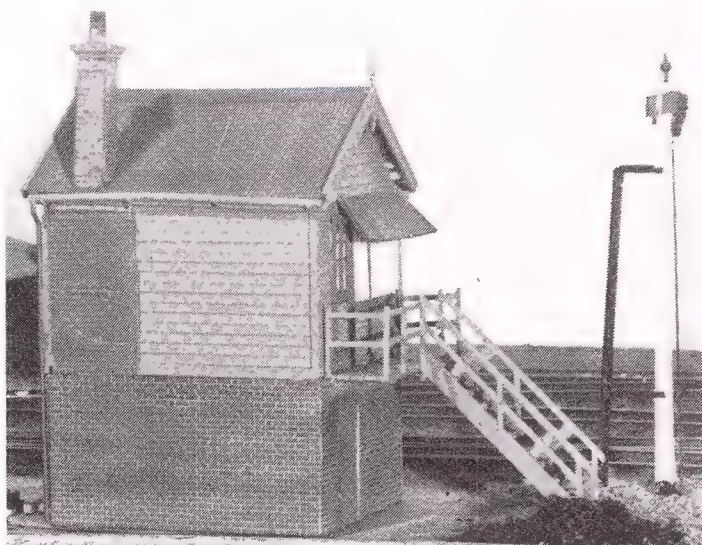
One could ramble on for ever but in closing I would like to suggest to those exhibitors, who are willing to help promote the hobby everytime the phone rings, and usually expect nothing more than a few kind words from the public and other modellers, there are plenty of

Continued on Page 58.

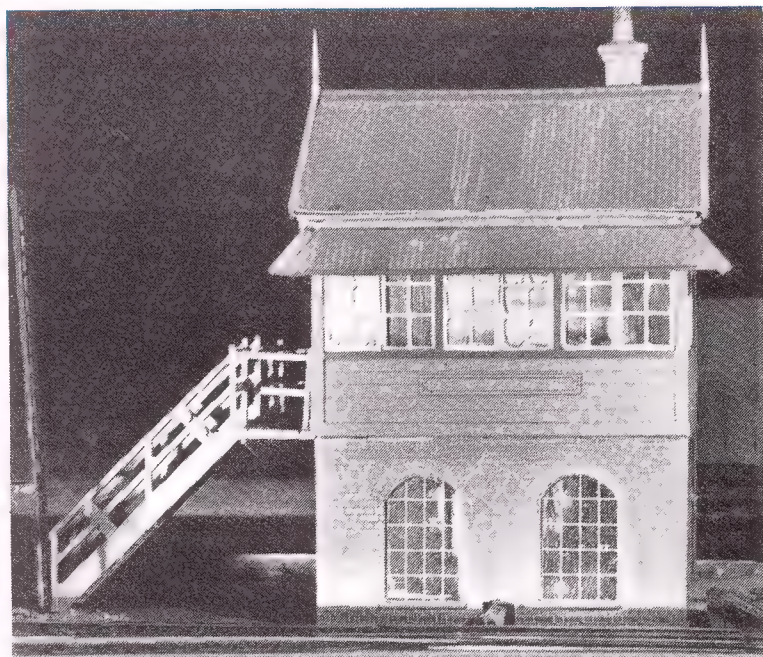
A BRITISH/AUSTRALIAN SIGNAL BOX A 'NEAR ENOUGH' CONVERSION

by Roger Kershaw

photography by Ian Thorpe & Graeme Ball



Rear view. The brickwork has been highlighted by covering with liquid white water colour and then rubbing the surface with a damp cloth. Weathering streaks on the roof were applied by brush and highlight the corrugated iron.



Front view. Note how the awning is glued under the edge of the roof guttering.

The Ratio GWR Signal Box is a handy little structure which can easily be converted to an Australian-looking building. The resulting structure looks like a wide variety of signal boxes seen on the NSW and VR.

The conversion is quite simple. Build the kit as laid out in the instructions but do not glue the chimney, roof capping or end barge boards to the roof. BGB corrugated card was cut to size and laid onto the slate roof. It was then soaked with MEK and allowed to dry. Any form of corrugated material could be used, though the soaking technique is a particular advantage of the card type. Add the aforementioned items to finish off the roof.

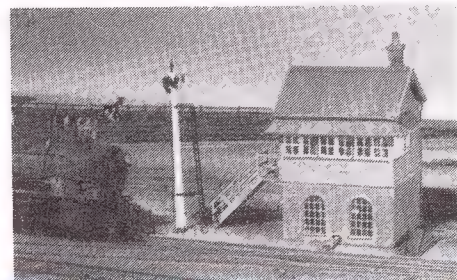
The final construction required is to make

the awning above the windows. Cut styrene sheet approximately 10mm wide and the length of the windows on the three walls. Cut the joints at an angle where the awning meets at the two front corners. I am sure there is a mathematical calculation to achieve this. However I experimented and covered the joint with a little strip of cardboard. As for the roof, BGB card was applied. When dry, the awning was glued above the windows and the capping applied to cover the joints.

The various elements of the kit were painted prior to assembly. The building was lightly weathered as described in the photo captions.

The Signal Box is a neat little structure which fits well into its Australian surroundings with very little conversion effort required. ■

5723 halts at the loop signal. The Signal Box covers a point motor and sits amongst scenery items such as a coal pile near the steps for the signalman's fire and a stack of sleepers near the base. It can be seen that, although built to 4mm scale, the building is quite small.



The overhead view shows the extent of the awning and the cardboard capping applied over the corner joint.



The colours used on the signal box can be gauged from the above photograph. The observant modeller will be aware that this photo has been reproduced from the article on Paxton, the author's layout in the December 1984 issue of AMRM.

MAILBAG

Continued from Page 56.

us that appreciate your talents and efforts.

Maybe through our written thoughts changes can be made for future improvements.

Warren McLean,
Newcastle. 2300.

Sir,

Please find enclosed cheque for renewal of subscription of your wonderful magazine which has helped me no end with 'this' and 'that' in the model railway world. You have helped me to go ahead and dig out a room under the house (the only place I could go) which is 25' x 25'. A lot of time and money went into that room for my layout, but your magazine helped make it happen. Thankyou and keep up the good work.

Barry O'Donohue,
Ballarat. 3350.

Sir,

We cannot let the article by John Burgoyne in the June issue of AMRM on Menangle or the follow-up by Jonathon Willoughby in Mailbag of your August issue go by without comment.

There is no doubt that Menangle, as an overall concept, was the first definitive NSWGR exhibition layout which has been the inspiration for many other private layouts. Without it, Australian model railroading would still be groping, as American ones were before John Allen.

Both Mr Burgoyne and Mr Willoughby will no doubt be pleased to know that at least one of the sons (or daughters?) of Menangle is alive and well and some 12 months down the track. The Yarrawluma Railway Modellers (to distinguish us from the Feds across the border — we think the town is called Canberra) are modelling the doubletrack main Southern line at Yass Junction with the branch to Yass Town and the single track line to Canberra from the Molonglo Gorge to Queanbeyan Station and yard. These are contained on a layout measuring some 11 metres x 5 metres.

To the doubters the benchmark is complete, track laid, point motors installed and wired, main geographical features roughed in and detailed plaster casting has commenced. We hope to be at exhibition stage (but not complete) in about 12 months' time.

We believe that we will be offering something in the same tradition as Menangle with some new innovations. The local population will be able to identify with the localities and buildings, while the two fiddle yards (one for each concept) will provide what is so often lacking, continuous and frequent action. So we hope that it will appeal to both the serious modeller and the public alike.

The cost is high in both time and funds with up to 40 hours being done each week by the members. This, we believe, is one of the reasons that Menangle has beget so few heirs.

Incidentally, we have no rules, no office bearers, no constitution and it works fine, membership being by invitation. (We do have a benevolent dictatorship on final decisions but everyone has their say!) Some of the members have been long in the game — it totals several hundred years — while others are still in the learning curve. If there are any modellers out there in the woodwork who specialise in scratchbuilding Australian buildings we would like to hear from you.

On behalf of the members of the Yarrawluma Railway Modellers.

Bill Baggett, Matt Bell and Bruce Block,
Queanbeyan. 2620.

To be fair on this discussion point, there are a number of N.S.W.R. based exhibition layouts under construction at the moment covering both mainline and branchline operation — Editor.

ADVERTISING DEADLINE

Please note that the Advertising Deadline for the December 1985 issue is October 16, 1985. Please be early — Managing Editor.

A new model railway display has opened on Queensland's Gold Coast claiming to have one of Australia's biggest model train displays. The Train Place can be found on the Tamborine Road, south of Beenleigh. The models are O scale — or 1/4" scale and entrance to the daily displays is \$2.50 for adults and \$1.00 for children.

AMRM NEWS

Compiled by Bob Gallagher

A special thank you to all those who expressed their view of the colour on the cover, last issue. We do try to cater for all tastes.

Lima's 422

Well, the 422 is here. 'At last!' say some. But why? To many the 422 has been coming for years and years, but in reality it hasn't. Unfortunately, the news that Lima were to produce a 422 leaked out before production of the model had even started. In fact, in one instance, one retail outlet was quoting a release date that preceeded the final plans being forwarded to Italy. Sitting on the sidelines can have its numerous moments.

With the influx of the brown box many retailers around town (every town) are claiming to be the cheapest. For the record, the cheapest we could find the \$63.00 model for was \$42.00, but there was a catch, that one first had to have purchased another model.

Naturally, with a new model comes the modifications, and it will not be long before we see reverse and candy 422s. Bob Birdsey, from Main West Models was quick off the mark with a modification kit for the 422, being a mount for a modified Kadee No.5 coupler and a fill-in for the skirt on both ends.

With the release of the 422 and the repaints a few acknowledgements are required. The V/Line S class repaint body was prepared by Graham Ahern. The 422 body was prepared and painted by Bob Gallagher and lined by Ian Thorpe. The Australian National models, including 937, the 8300 van and ELX were prepared by David Nearnby. The Lima models, especially the repaints, can only be as good as the information supplied, this information including the sample model.

Videos

The Association of Railway Enthusiasts Ltd., which has for many years produced Australian railway orientated calendars, has entered the field of railway videotapes.

The A.R.E. has obtained the exclusive Australian and New Zealand distribution rights to future Video Rails productions beginning with the tapes on the Union Pacific DD40 6,600 hp Centennial diesels, the C & O 4-8-4 No.614 and the Norfolk & Western J class No.611.

In order to bring to Australasia the best quality reproductions of Video Rails productions, an award winner in this field, A.R.E. are importing broadcast quality 1" master tapes which are converted to PAL in the U.S.A. using the original master as its source. Duplication is undertaken in the largest video duplication centre in Australia. The DD40 tape even has Hi-Fi audio soundtrack in addition to the standard linear one.

In addition to the Video Rails productions, the A.R.E. has the Australian rights to Video Workshop productions made in the United Kingdom. The videotapes are being sold through retail outlets such as hobby shops but further details can be obtained from the Association of Railway Enthusiasts at Box 4810 Mail Centre, Melbourne, 3001.



Hopefully, AMRM will bring further details of these tapes to readers in the product reviews column.

Club Listing

Once again, we will be producing the Club Listing in the December issue. All clubs wishing to be listed must have an official representative contact us in writing with the relevant details of their club/Association/group, by October 1, 1985.

C30T Liveries

While debate is rife on the subject of C30Ts, thanks to Bob Cooke, one enthusiast has been working on the subject diligently, and shortly — before this issue hits the streets — his work will be published. This of course is Ron Preston's latest book 'Standards in Steam — The 30 Class'.

No doubt Ron will answer most questions on the subject, but just in case there is still one or two unanswered, AMRM will keep its options open to cover the C30T class in colour. We have a couple of shots . . . are there any more available? Please do not hesitate to write in and advise.

Modelling W44 — Postscript

This article which features in this issue, shows modellers how to build various models of vehicles that have been part of W44. Unfortunately, for someone to accurately model W44 a number of compromises have to be made. Only well heeled modellers (or very good scratchbuilders) can afford to build an AD60 version, while the discerning modeller (that name we give well heeled brass loco buyers) is restricted to either plastic or whitemetal kits to build a diesel version.

Would it be prudent for us to suggest that a relatively inexpensive model/kit of the Garratt could be produced, similar to the DJH kit of the South African Garratt.

With the 49 class, we are aware that it has been reserved for production in Korea. Is it possible that the publication of Modelling W44 will inspire the reserver to produce the model soon? If so, can we have both versions? Please?

The other items missing from the market that provide the difference between various codes of a similar shaped vehicle is the bogies. Unfortunately we cannot say too much here, but readers will be pleased to know that at least one manufacturer is planning to help alleviate the problem of having to use American railway outline bogies — for NSWGR modellers at least.

The Help Corner

Phil Collins' article 'Modelling W44 — The Concentrate Train' is the first instalment in a three part series. The NSWGR G wagon and CG wagons will be covered in future articles. Unfortunately we still need some help with the CG article — does anyone have a good quality photo of the CG wagon before the sides were strengthened? If so please get in touch with the editor.

While begging, we are still seeking a colour photograph of the MRC van with 'NEPEAN MILK' sign on the side. Can anyone assist? Please?

In Memoriam

It is regret that we announce that George Aitcherson, the Sydney based stalwart of model railways passed away recently at Kogarah. George has left us with a memory of a cheery face, and an individual who was always enjoying himself in the hobby.

Exhibitions

Warren McLean, in his Mailbag letter, has raised some very interesting points re exhibitions, that only exhibitors could have experienced. Unfortunately, this aspect has been overlooked in the debate on exhibitions caused by John Burgoyne's 'Exhibition & Things'.

Regrettably, at many exhibitions, there is a barrier between exhibitors and exhibition managers. This barrier has caused such problems as:-

- Exhibition managers being reluctant to supply exhibitors sufficient complimentary tickets, so that all operators can enter the exhibition free.
- Exhibition managers have expressed displeasure when an exhibitor's wife/family have entered by a complimentary ticket, completely forgetting that the wife has had to bear the brunt of all the sleepless nights as the exhibitor prepared the layout for the exhibition.
- Some managers have been known to advise exhibitors, upon arrival at an exhibition — to sort out their own problems when there was not a power point within 50' of the layout position.

These types of problems are among many that dis-

courage modellers from building/exhibiting layouts.

Unfortunately not many exhibitions encourage the social side that Warren has raised. The social side of an exhibition can be the drawing card that will bring modellers back year after year.

Mini Convention

By the time this issue of AMRM is out, the 1985 Mini Convention at Rockdale will be over. However, for those in the NSW country, the mini-convention being held in conjunction with the Orange model railway exhibition appears to have some very fine speakers. To name but a few, Bob Hendy (painting and lining engines), Bob Birdsey (tuning brass engines), Roger Kershaw (weathering), Bob Bradfield (masking and painting) and Stephen Ottaway (structures) will be speaking for 30 minutes on their designated subjects. It is understood that there will be a morning and afternoon session on the Saturday only, with all speakers appearing at both sessions. If modellers become tired, they can duck out of the convention room and look at Crafton or any of the other fine layouts on display. It should be a good weekend, November 23 and 24.

Series Articles and AMRM

Pat Cox, in his letter in Mailbag this issue, raises an interesting point, the reason for which is obvious to us at AMRM but probably unknown by AMRM readers, so we will take this opportunity to explain.

When we commit ourselves to a series, we have to ascertain whether the author is likely to complete his self allotted task before his interest wanes. If it wanes before the series is complete, as has happened in a number of instances in AMRM, we are left in an embarrassing position.

Once this commitment has been made we then have to determine how often we will print each chapter of the series; will it hold the readers interest every issue, should it be spaced many issues apart are just two of the questions asked. With series like Scenics and Vulcan Vale, we know we can use it continuously, and when we have all installments on hand prior to publication of the first installment, as was the case with Vulcan Vale, we can commit ourselves to publishing an article in consecutive issues, and balance the remainder of the contents around the feature article.

With articles that are of interest to many, but mainly catering for a small section of the readership, like Alan Templeman's NSWRR Turntables, we have to plan to use it in a manner that readers will not become bored. Naturally, the author dictates how quick we receive each installment, but with TT there is additional problems that hinge around the size and layout of the magazine and our part time production team.

TT is an article that draws heavily on our over-worked draughting crew, for after Alan Templeman has researched and prepared the draft plans, they are redrawn again and then reduced to fit on the centre spread. While this is time consuming we are then faced with the problem that each issue has only one centre spread, and the use of this section of AMRM dictates what else can be included in each issue. If, as Pat suggests, we ran TT over two and a half years we would have been limited to being able to publish seven other articles in the period that required the centre spread. Further to this problem, the centre spread is now a central part of layout for the colour articles. The last installment of TT was scheduled for publication four times, but due to the requirement and placement of colour articles, it had to be put back in the file.

While we readily accept Pat's comments as constructive criticism, the problems we faced, in this instance precluded us being able to comply to his suggestion.

Good Reading

N.S.W. S.R.A. modellers wishing to keep up-to-date with prototype rollingstock information should refer to the June 1985 issue of Railway Digest, where John Beckhaus published the latest listing on freight

rollingstock.

Modellers interested in knowing what all those funny things under the freight and passenger rollingstock do will benefit from reading the current issue (Vol.22 No.2) of Network and the July 1985 issue (No.153) of Australian Model Craft's Mini-Newsletter. Both publications cover the Westinghouse air brake in detail. When modelling, it often helps to understand what the various devices do, as a means of eliminating errors.

Malcolm Furlow has written a chapter on model railway photography which will be published in 'Close-up Photography'. Written by William White Jnr. for the Kodak Workshop Series of How-to photography, it sells for \$US8.95 in the U.S.A. Availability and price in Australia is unknown.

AMRM Binders

It is pleasing to advise that the binders for AMRM are once again available from the Southern Cross Model Railway Association. However, we MUST advise all readers that these binders are NOT available from AMRM, and can only be obtained from S.C.M.R.A. PO Box 317, Epping, 2121 or some retail outlets. Readers who insist on sending money to AMRM for the binders will have their money returned.

AMRM Index

We must apologise for the lateness of the Volume 11 Index for AMRM. While the data has been compiled, we have yet to find the time to plan its publication. Please bear with us.

Computers and AMRM

Some readers have asked how they can use their home computer to help contribute to AMRM. Well, being as brief as possible, all text for AMRM is produced on a word processing package (WordStar) and while it would be delightful to receive all articles on a magnetic disc, the lack of standards in the computer industry does not readily permit it.

For the record we can accept articles, as text files on 8" discs, formatted to IBM standard. We can also accept files on the 5¼" disc formatted to Osborne single sided, single density. The other method we can use is via telephone modem connection, but again we can only utilise the standard transmission/receive method. As far as we are aware, we are at present unable to accept any text files or discs from the common home computers except the Microbee. But feel free to ask.

Articles can still be prepared on home computers and submitted as printouts — they are easier to read than most handwritten articles we receive.

Birthdays

Regretfully, we must advise that the Prospect Model Railway Club has closed its doors. Seventeen years after its inception this bastion of American Railways in Sydney, has yielded to the old problem of

DERAILMENTS

In previous issues a number of errors crept into sections of the magazine.

In the review (August 1985) of the V.R. B class diesel locomotive imported by Alco, reference was made to the nickel silver wheels. The wheels on the loco are stainless steel.

In the Melbourne Exhibition report in the June issue, Carl Segnit's model was credited as HO scale when in fact it is O scale.

In the Preview sections of previous issues, the range of the Broad Gauge Bodies billboard advertising signs for VR U vans has been highlighted. What was not being credited was that the models being used to illustrate the signs were kits made by Broad Gauge Models.

The Management of AMRM apologises for any embarrassment caused by the above errors.

where to meet.

While on the subject of model railway organisations, there are a few celebrating birthdays, of some consequence. Joe and Teresa Callapari have now been involved in selling model railways for ten years. Likewise, Graham Harris of Tempest Electronics has been at the throttle for ten years. Congratulations to both organisations.

However, when birthdays are mentioned, the age of two model railway societies, put all others into insignificance. Both the Sydney Model Railway Society and The Victorian Model Railway Society will be celebrating their 50th birthdays in 1986. We hope to be able to present coverage of both societies in future issues.

COMMERCIAL

While the trade has been reasonably quiet lately, some new products have reached the shops and some others have been announced.

Arrivals

Far North Models, stemming from Mackay (and you cannot get much further north) is a new manufacturer supplying a number of epoxy castings, some as kits, and the others as cab interior details, the latter being covered in Reviews this issue. However the kits being produced are aimed at the Queensland Railway modelers, the kits being HO scale, but allowing modellers to select their own bogies, be they a scale 3'6" gauge or the more common standard gauge. This allows modelers of both HO and HO_N3½ scale to use their products. Todate, we have received two kits, the QR QLX and CO vans, for the review section, and it is interesting to note that they show a high standard of detail, which is a good omen for any new manufacturer. The moving force behind Far North, Peter Ford, should be congratulated on his foresight and initial productivity.

North East Models are importing the Northeastern range of N scale detail parts as well as their brick, stone and block sheets which is painted detail on 90mm x 300mm x ¼" timber.

Southern Models have released a number of new items including the 'Lemon Twist' 8300 (AVAY) brake van, the AN ELX open wagon, repainted 937 (the AN 930 class repaint), repainted S310 (the V/Line S class) and the N.S.W.R. 422 class diesel, the complete Australian range promised at the 1985 Toy Fair.

AR Kits was making deliveries of their HO scale NSW CH coal hopper kits to the shops as these notes went to print. Deliveries of the WHX wheat hopper kit should commence as the magazine is being delivered.

Expected Arrivals

The next RUB set car from Casula Hobbies is expected at the Sydney Model Railway exhibition at Liverpool, this car being the PHS power car.

The WHX wheat hopper and CH coal hopper kits from AR kits are both due in the shops very soon.

Also expected shortly is the BDX open wagon and FS and BS passenger cars from Trax. It is believed that the cars will be available in the red and candy stripe liveries.

On the brass loco scene, still expected in the near future is the BGM V.R. X class diesels (October) and the Mansfield 421 class. The AD60 is still on target for 1986 while Bergs Z26 should be here soon. There are so many models coming from the Alco stables that it is hard to keep up with them — diesels VR S class, CR GM class, 42 class, SAR 900, SAR 700 steamer and the Walker diesel railcars. The SAR Brill car from The Model Co/Tyren Distributors is also due soon. And someone said that it was quiet on the model delivery scene this year!

Casula Hobbies have been successful in having more 81 class locos manufactured, and they should be available very soon.

Back to plastic kits, pattern making is near completion for the BGM VR passenger cars. There is little doubt that many modellers are awaiting these characteristic models.

Continued on Page 60.

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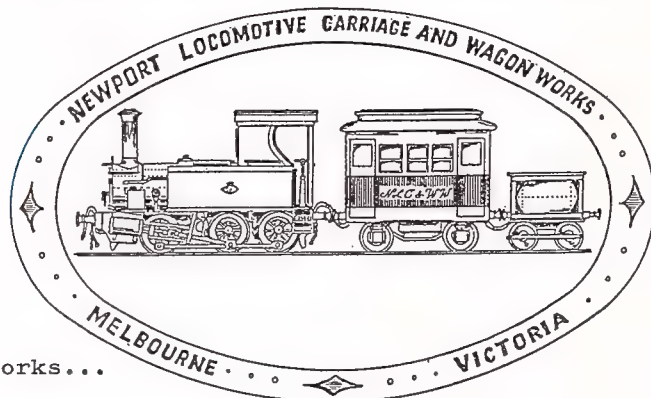
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AMRM NEWS

Continued from Page 59.

Future Arrivals.

Casula Hobbies advise that they will be importing short, limited runs of the NSW standard goods engines in 1986. Manufactured by Samhonga, the production run will allow the D50, D53 and D55 locos to be made in the many body variations and tender types.

Following the success of the 422, Southern Models advise that more of the 422 are on their way. On the short order list for next year is a re-run of the 8300 van in red and the 44 class in original livery. While other repaints are being considered, one that is definite will be a candy stripe 422.

LATE NEWS

As these notes were being prepared it has become apparent that this issue should be published very early in September, at least a week earlier than planned. To those who made the special effort to help get the issue to press early, and let the Managing Editor have a holiday, a special thank you. To those who didn't... well!

This issue was increased to 80 pages not only to cope with the size of the feature articles but also in the hope that we could catch-up with the backlog of letters, reviews and previews. We were successful in all but the latter... so next issue... well we hope so.

Please remember that the next issue, December 1985, is not due until the last week in November. We trust you can wait. In the meantime, why not make a model or two....

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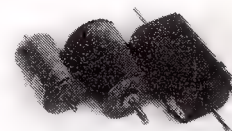
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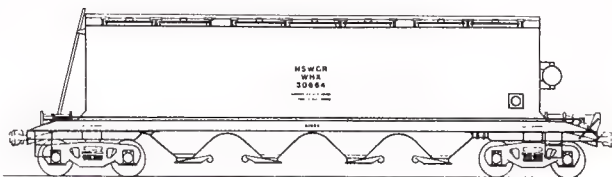
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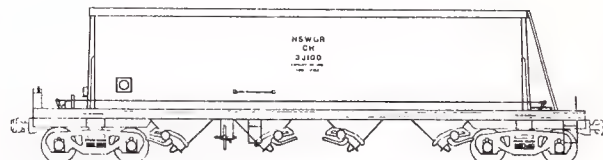
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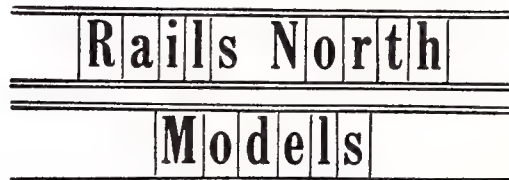
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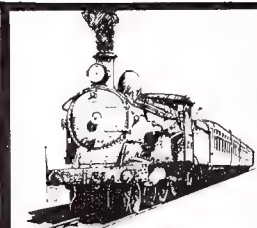
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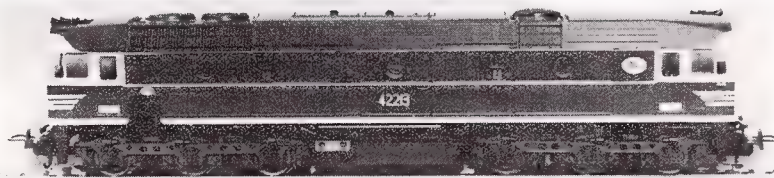
NEW RUN: Due before Christmas this year — the popular 48 class Series 3/4 in HO scale. Orders taken now. Price to be advised.

BERGS HOBBIES 261 Church Street, Parramatta. N.S.W. 2150 Phone (02) 635 8618.

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LIMA 422 N.S.W. LOCOMOTIVE



Recommended Retail Price \$63.00

Good Discount Price if Mention Made of This Advert.

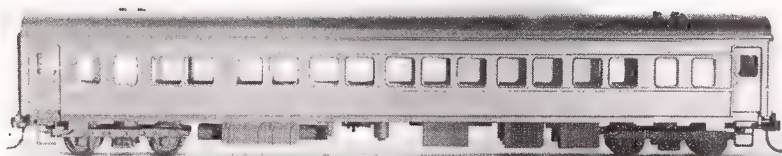
Call us for our price!

Plastic injection moulded kits of N.S.W.G.R. RUB set cars.

PHS Power Car

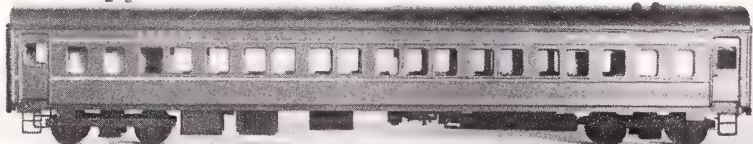
Should be available by the release of this issue.

Price TBA



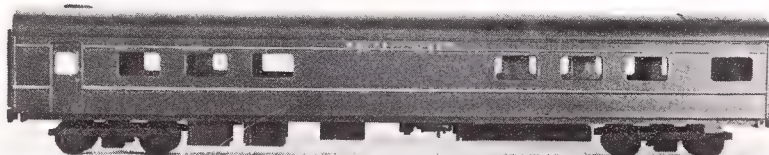
SBS 1st Class Intermediate and Terminal Car

\$24.95



SFS 2nd Class Intermediate Car

\$24.95



RS (now ABS) Buffet/Dining Car

\$24.95

Kits complete with metal wheels, bogies and underbody detail.

Plastic Injection Kit for P.T.C. of N.S.W. Container Flat Wagon CODE: OCY

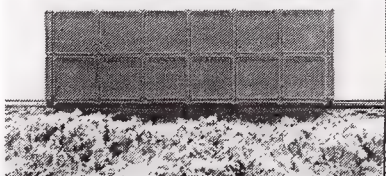


\$16.50 each.

Kits complete with metal wheels, bogies and underbody details.
Free containers with every purchase of two OCY kits or more.

CALL IN AND SEE OUR SHOWCASE OF ASSEMBLED MODELS

Plastic Injection Kit of N.S.W.G.R. Lineside Water Tank.
NOTE WITHOUT STAND



\$6.50 ea.

Completed Model

PRICES SUBJECT TO CHANGE WITHOUT NOTICE

DON'T MISS OUR STAND AT THE AMRA
MODEL RAILWAY EXHIBITION
on the 5, 6, 7, October 1985.

CASULA HOBBIES

You are invited to join us for our
**10th ANNIVERSARY
CELEBRATIONS**

In appreciation of your support over the past ten years CASULA HOBBIES in conjunction with the NORTHERN RAILWAY COMPANY has arranged a display of HO scale models illustrating trains of the N.S.W.G.R., V.R., S.A.R. and private railways over the last fifty years. This display will be in our shop from 19/12/85 to 31/1/86.

In 1984 The Northern Railway Company display at the AMRA exhibition at Liverpool was highly commended and our display is recommended to all as it features named trains of the N.S.W.G.R.

NOTE

THE SHOP WILL BE OPEN OVER THE
LONG WEEKEND IN OCTOBER

and

WE WILL BE AT THE EXHIBITION
TO ANSWER ALL YOUR QUESTIONS
SEE YOU THERE!! 5, 6, 7 October

NEW KITS EPOXY

Epoxy kits of ex Workshop 5 Models

C38 streamlining kit \$13.50

C38 locomotive customising kit \$16.50

C38 tender kit \$27.00

Detailing cab unit for ATLAS RSD4/5

loco to N.S.W.G.R. 40 class \$18.00

PHG guards van kit \$16.50

(bogies and wheels not included)

SHO passenger brake van

was \$19.95 — now \$15.50

(bogies and wheels not included)

NEW PLASTIC MODEL KIT

N.S.W.G.R.	Retail Price	Casula Price
WHX wheat hopper	\$11.70	\$10.50
CH coal hopper	\$11.70	\$10.50
5 or more kits (Mixed OK)		ea. \$10.00

NEW DECALS

B.G.B.	
U Van — Berrys Cookwell Flour	ea. \$2.80
Gold lines and Silver lines	ea. \$1.98
AMRI	
Candy stripe for locos and cars	ea. \$1.95
CRAFTSMAN	
Candy stripe for locos and cars	ea. \$2.25
N.S.W. speed logo for oil tankers	ea. \$1.80
S.R.A. diesel numbers and logos (white)	ea. \$4.50

BOGIES

CASULA BOGIES	WHITE METAL
<i>Bogies for N.S.W.G.R. — HO scale</i>	
2AF (Dean)	pr \$4.95
C36 tender bogies	pr \$4.50
<i>Also used for MHO and VHO passenger brake vans</i>	
C38 tender bogies	pr \$4.50
2AE Rivetted bogies	pr \$3.00
C35 tender bogies	pr \$4.50
D53 tender bogies	pr \$4.50
D55 tender bogies	pr \$4.50
Passenger bogies — 8' wheelbase	pr \$4.50
<i>Metal wheels and bearings extra (Use 23.8mm axle type)</i>	

SHOP CUSTOMERS & MAIL ORDER ONLY

CASULA BOGIES	DELRIN
<i>Bogies for N.S.W.G.R. — HO scale</i>	
<i>Delrin Sideframes</i>	
2AN	2CM
2AT	2AE
3AG	2AD
2CB	2CC
2J5 & 2TR sub. electric bogies.	2TR
<i>Each pair of bogies are \$3.00 (Price includes wheels.)</i>	
<i>Metal wheels \$7.50 pair (Best runner yet!)</i>	

ROUNDHOUSE BOGIES	PAIRS
2918 Modern Roller Bearing	\$2.75
2922 Archbar	\$2.75
2919 Heavy Roller Bearing	\$2.75
2923 Bettendorf	\$2.75
2924 Fox	\$2.75
2925 Roller Bearing	\$2.75

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WE'RE OPEN — MON. TO FRI. 9.00-5.30
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TRAX 10 ton Cowans and Sheldon Accident Crane
ea \$150.00
Layby still taken.

TRAX ready to run FS and BS passenger cars due about late July/August, with the BDX open wagon ready to run model. Prices T.B.A.

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V.R. 'H220' Heavy Harry — steam, painted \$545.00
S.A.R. '700' class steamer \$465.00
S.A.R. '900' class diesel \$465.00
V.R. 'C' class steamer \$465.00
V.R. 'S' class diesel \$465.00
V.R. Walker '153' diesel railcar \$465.00
V.R. 'Y' class diesel \$275.00
V.R. 'Y' class diesel — painted \$325.00

ORDERS TAKEN FOR :-

BROAD GAUGE MODELS

V.R. 'C' class 2-8-0 steamer *Delivery 1986*

CLASSIC BRASS MODELS

S.R.A. N.S.W. 81 class diesel — painted \$595.00

NEW RUN

TRAX BRASS MODELS

N.S.W.R. Z12 'Atlas' — 6 wheel tender \$345.00
N.S.W.R. C34 class — rebuilt tender \$465.00
N.S.W.R. C30 tank locomotive \$425.00
N.S.W.R. C30T superheated — bogie tender \$495.00
N.S.W.R. Cowans crane \$150.00

TRAX

48 class N.S.W. locomotive \$45.00
830 class S.A. locomotive \$45.00
48/830 undecorated model \$45.00
MHG Brake Van \$9.95
BDX Open Wagon TBA
BS Passenger Car (Candy/Tuscan) TBA
FS Passenger Car (Candy/Tuscan) TBA

LIMA 20% off RETAIL PRICES

AR KITS

Discount Price

BDX (NOBX) open wagon 10.50
CCX (NLGX) coil steel wagon 10.50
GLX (NLGX) louver van 4.70
BCH (NHDA) coal hopper 5.80
FWH (NGBF) wheat hopper 10.50
MLE (NFLA/F) flat wagon 10.50
CH (NHAFF) coal hopper 10.50
WHX (NGAX) wheat hopper 10.50
*5 or more kits — take extra 5% off list priced
Mixture of kits OK*

Full selection of British 'N' gauge

Graham Farish

Call in and see DISPLAY LAYOUT

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Large Range on Display

WR 2506 0.019" brass wire 3.95
WR 2505 0.015" brass wire 3.95
WR 2503 0.010" brass wire 3.95

CAMCO KITS

Discount Price

FO passenger coach 15.50
3 kits for 43.50
CW cattle van 8.00
GSV sheep van 8.00
3 assorted kits 22.50
HGM/HGX bogie open wagon 9.00
3 kits for 25.50

BROAD GAUGE MODELS

Discount Price

VR GY wagon kit 6.40
VR U van kit 7.40
VR UB van kit 9.80
VR T van kit 7.40
VR I wagon kit — NEW 6.95
VR M cattle wagon kit — NEW 8.55

PLASTIC DETAILING PARTS

4 wheel brake shoes (16) 2.00
Torpedo vents (36) 2.00
Styrene window strips (8) 2.00
Port hole windows Lima 42s (24) 1.00
End platform car roofs (1) 3.00
End platform handrails (1 pr) 2.00
CCH hunger boards (2) 1.20
RSH tops (2) 1.20

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Silver City Comet sets — 3 car set 84.00
Comet dining car 24.00
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HFT guards van 24.00
500 class trailer 24.00
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BX dogbox carriage 22.50
ACS passenger car 24.00
MCE passenger car 24.00
EHO guards van 22.50
MHO guards van ex Workshop 5 kit 22.50
VHO guards van ex Workshop 5 kit 22.50
JHG guards van 22.50
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43 class chassis frame kit 7.50
421 class diesel body kit 46.50
41 class chassis frame kit 46.50
GT 4 wheel louver van kit 16.50
40 class cab kit for Atlas RSD4/5 19.50
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Underbody detail kit for TRAX MHG ea 3.00
42 class dress-up kit 9.00
Ex workshop 5 kits available as released

RAILS NORTH MODELS

Discount Price

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KLV (louvre van) 14.00
HLV/HLX (NSW bogie louver van) 14.00
MLV (NSWR 40' louver van) 14.00
CLX (NSWR louver van) 14.00
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BBW (40 ton bogie ballast hopper) 15.86
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BMF (40' bogie flat wagon with tanks) 12.50
NCX (bogie coiled steel carrier) 15.85
BPV (bogie powder van) 15.85
MB (38' bogie box car, matchboard siding) 15.85
MB (38' bogie box car, masonite siding) 15.85
CG (concentrate wagon) 12.60
KF (NSW four wheel flat wagon) 9.45
K (NSW wagon water gin) 15.85
ACM (NSW branch line passenger coach) 19.00
GP (NSW concentrate wagon) 12.60
Signal box (based on Grafton) 17.00
Water tank (standard tank without stand) 15.85
Water tank (standard tank with stand) 18.95
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HUB set (7 cars) 148.50
RBH (1st class buffet car) 24.00
RFH (2nd class buffet car) 24.00
BH (1st class car) 24.00
FH (2nd class car) 24.00
HFH (2nd class terminal car with guards compartment) 24.00
PFH (2nd class terminal power car) 24.00
Station building (based on Grafton) 24.95
LHO passenger guards van 22.00
RUB set (6 cars) 142.95
SBS (1st class car) 24.00
RS (now ABS — dining car) 24.00
OFS (2nd class car) 24.00
SFS (2nd class car) 24.00
PHS (power and brake van) 24.00
RU (wheat wagon) 10.25

WHITE METAL DETAILING PARTS

C38 streamlining kit 14.95
C38 boiler cowlings 5.10
Boiler cone smokebox front 3.95
Trailing truck 4.95
Air pump & brackets 3.50
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C38 tender kit with wheels 59.95
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Dummy knuckle coupling (10) 2.00
Battery boxes (3) 1.00
2AE bogies side frames (1 pr) 3.00
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C35 tender kit with wheels 59.95
C35 Wampu tender kit with wheels 59.95
C35 standard goods Turret tender kit & wheels 59.95
Z24 & Z25 tender kit with wheels 35.00
South Maitland Railways 10 class loco body kit 65.00
Z18 class tank loco body kit only 40.00

N.S.W.R. KITS Injection Moulded Plastic

LCH 4 wheel Coal Hopper — metal wheels ea \$7.95
LCH body kit only ea \$4.95
CCH 4 wheel extended side Coal Hopper with metal wheels ea \$8.35
CCH body kit only ea \$5.35
RSH 4 wheel Rutile Hopper with wheels es \$8.35
RSH body kit only ea \$5.35
RU 4 wheel Wheat Hopper with wheels ea \$8.95
RU body kit only ea \$5.55
S 4 wheel Open Wagon with wheels ea \$8.95
S body kit only ea \$4.95
K 4 wheel Open Wagon with wheels — Dreadnought ends ea \$8.95
K body kit only ea \$4.95
K 4 wheels Open Wagon with wheels — Diamond ends ea \$8.95
K body kit only ea \$4.95
K Wagon underframe with base Can be used for 4 wheel flat wagon ea \$3.95
K Wagon axle boxes (set of 4) \$2.95
K Wagon bases (2) \$2.00
K Wagon ends — Dreadnought (4) \$2.00
K Wagon ends — Diamond (4) \$2.00
S Wagon bases (4) \$2.00
TRC bogie Refrigerated Van with parts ea \$8.95
TRC body kit only ea \$4.95
HGM/HGX bogie Open Wagon with parts ea \$9.95
HGM/HGX body kit only ea \$4.95
CW 4 wheel Cattle Van with wheels ea \$8.95
GSV 4 wheel Sheep Van with wheels ea \$8.95
CW/GSV roof ea \$1.50
CW/GSV underframe with axleboxes ea \$3.95
CW wall sides (4) \$3.00
GSV wall sides (4) \$3.00
FO Open End passenger coach ea \$17.50
LHO passenger Guards Van \$20.50
LHY Passenger Guards Van \$20.50
SBS/TBS 1st class RUB set passenger car — includes bogies, wheels, etc ea \$24.95
SFS 2nd class RUB set passenger car — includes bogies, wheels, etc ea \$24.95
RS (ABS) RUB set Buffet/Diner passenger car — includes bogies, wheels, etc ea \$24.95
OBS 1st class car — COMING SOON TBA
OFS 2nd class car — COMING SOON TBA
ABS Buffet/Diner — COMING SOON TBA
PHS Power/Brake van — COMING SOON TBA
OCY Container Flat wagon with bogies, wheels ea \$16.50
Water Tank (standard tank without stand) ea \$6.50

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Our range

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Friedmont Models
Weico Models
BGB Models
BGM Models
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Peco
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Plus More

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If you order by mail, we assure you, we will treat you as a valued customer. Due to advertising lead times sometimes we are temporarily out of stock of some items. If we can't despatch the items you've ordered promptly, we will back order or refund your money if you prefer.
When ordering, write to our mail order dept., address at the top of the page. Please do not send CASH through the mail. Payment by Postal Note, cheque or Bankcard — please include card number, expiry date, authorisation and signature.

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Surface:-
N.S.W. \$2.50
Vic, Qld, S.A. \$4.00
W.A., N.T., Tas \$5.00
Air \$8.00
Add to above \$3.50 for Registered Post.

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GOOD NEWS

A.H.M. MATE-A-MATIC COUPLERS ARRIVE.

COULD THIS BE THE ULTIMATE COUPLER?

The Mate-A-Matic Coupling System is precision engineered and designed to operate with "Knuckle" type (Kadee) and "Horn-Hook" type (X2F) couplers. It will also delay uncouple with itself and Kadee.

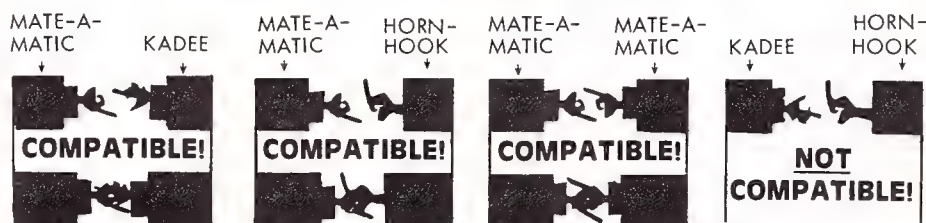
Quick and easy mounting in Talgo trucks, cast on coupler pockets and scratch built cars.

You get 8 couplers, 8 ubutment retainer blocks, 8 coupler mounting bushings, 8 coupler draft gear boxes with top covers and an instruction booklet.

\$6.80

a pack

Chart below shows their compatability



Australian agents for Dynatrol Command Control System which is now on display in the shop.



As of August 5th we will be closed Monday mornings till 12.30pm.

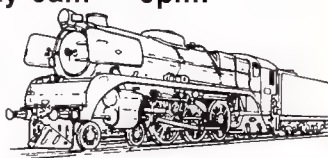
Our trading hours are now, Monday 12.30pm — 6pm.

Tuesday — Thursday 9am — 6pm. Friday 9am — 9pm.

Saturday 9am — 1pm.

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PARTICIPATING
WALTHERS DEALER

The Buffer Stop



535 Plenty Road, Preston East, 3072. Telephone 478 0038.

Try our Mail Order Service which is available on all our ranges, both Australian & imported. Postage at cost. All prices shown are subject to change without notice. All major Credit Cards accepted. Include number, expiry date and your signature. DO NOT SEND CASH.

IMPORT HOBBIES

More over-stocked items clearing at low, low prices, so be early. Also some beautiful new models including the Lima 422 loco and AR kits CH and WHX wagons

KEYSTONE HO DETAIL PARTS

HO 2 Engine House Junk	\$ 3.00
HO 3 Lima Diamond Smoke Stack	1.50
HO 5 Log Buggy Shoe and Fly	pr .50
HO 6 Flat Car Stakes	12 1.00
HO 7 Smoke Stack (Congdon Balloon)	.75
HO 8 Single Stage Air Compressor	.75
HO 11 Diesel Spark Arrestor Stack	1.00
HO 12 Steam Loco Wheels and Axles	3.00
HO 13 Old Time Signal	2 5.00
HO 19 Log Car Cheese Blocks	4 .50
HO 21 Diesel Traction Motors	2 2.00
HO 22 Diesel Generator	2 1.50
HO 23 Headlight	.75
HO 24 Small Diamond Smoke Stack	1.00
HO 25 Shotgun Smoke Stack	.75
HO 27 Sand Dome	.75

O SCALE PARTS

K1103 Hose Reel and Nozzle	.50
K1104 Pipe Clamps	2 .50
K1105 Air Brake Hoses	2 .50
K1107 Vertical Boiler	6.00

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Swangsong of Steam	2.00
Whyalla — A Guide	1.00
Locomotives beyond Recall	2.00
Steam on the Illawarra	2.50
Coals to Hexham	2.50
Coals to Maitland	4.00
Steam Around Newcastle	3.50
Steam Around Adelaide	3.50
BHP Locomotives	2.00
Vicrail Locomotives 1982	1.00
AN Locomotives (Tasmania)	1.50
Silverton Tramway Locomotives	1.50
AN Locomotives 1982 (SA & NT)	1.50
SRA Locomotives	1.50
900 Review (SAR)	2.00
Westrail in Focus	2.00
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Industrial Steam Locos Illawarra	10.00
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Railviews NSW	2.00
Cavalcade of Trucks	2.00
Culcain to Corowa Railway	3.50
Quorn Line Album	3.50
Locos of New South Wales Vol.1	5.00
Mile End's Steam Finale	5.00
10 Class Tribute (SMR)	4.00
Bus Fleets (Sydney & Newcastle)	2.00
New South Wales Railways 1st 25 years	3.00
Tarrawingee Tramway	3.00
Rails in Transition (very limited)	10.00

HELJAN

646 N Turntable (1 only)	23.00
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ROUNDHOUSE

2928 HO3 Archbar Freight Trucks	pr 5.00
2929 HO3 Archbar Pass Trucks	pr 5.00
(both sets include brass wheels & pickups)	

CAMPBELL HO

396 Boat Shop (Norm's Landing)	25.00
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NEW STOCK TO HAND

LIMA	
NSWR 422 DE Loco	55.00
AN 930 DE Loco	48.00
V/Line S DE Loco	48.00
AN 8300 brake van (Lemon Twist)	13.75

AR KITS NSW HO

CH BOgie Coal Hopper	10.50
WHX Bogie Wheat Hopper	10.50
BDX Bogie Open Wagon	10.50
CCX Bogie Coil Steel Wagon	10.50
MLE Bogie Flat Wagon	10.50
FWH Bogie Wheat Hopper	10.50
Above kits incl bogies & decals	
Any five above assorted	50.00
BCH Bogie Coal Hopper	5.80
GLV/GLX Bogie Louvre Van	4.70
Above kits req bogies, GLV/GLX req decals	

TRAX

Cowans and Sheldon Crane	150.00
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No Back Orders on Overstocked Items
Post and Packing Extra.

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FLEISCHMANN

Ready Ballasted PROFI-TRACK

in HO/OO and N GUAGE

"PROFI-TRACK" gives you, ABOVE ALL OTHERS, the following advantages:-

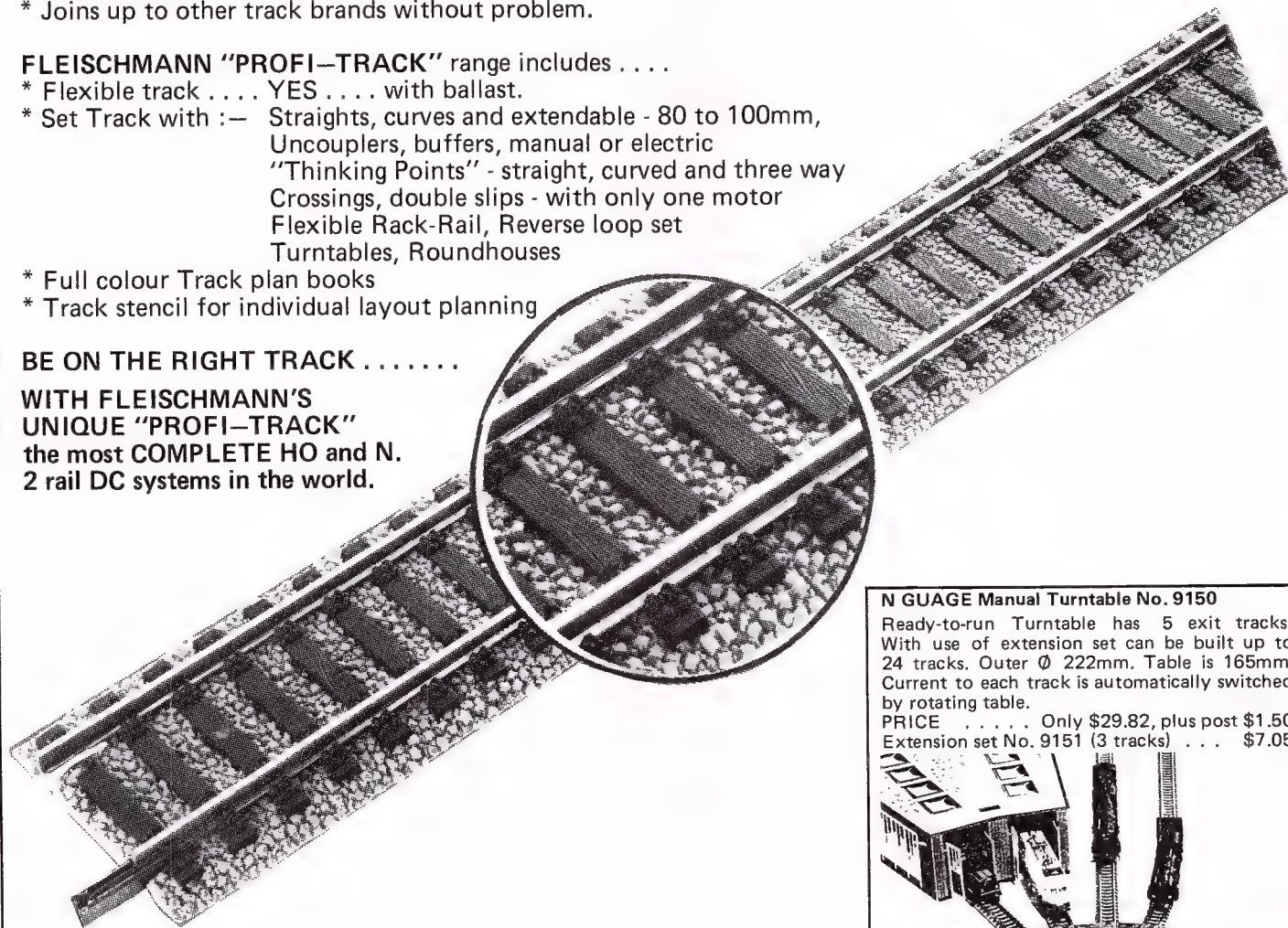
- * BUILT-IN BALLAST - for realistic prototypical look
- * Full profile, special quality Nickel Silver rail for outstanding electrical contact.
- * Perfectly grained sleepers, prototypical rail chairs.
- * Unique 'Symmetrical track-geometry' - ensures better plans with less pieces.
- * Super grip rail joiners, in HO the rail is notched and joiner slotted.
- * Strong construction - can be walked on.
- * Joins up to other track brands without problem.

FLEISCHMANN "PROFI-TRACK" range includes

- * Flexible track YES with ballast.
- * Set Track with :- Straights, curves and extendable - 80 to 100mm, Uncouplers, buffers, manual or electric "Thinking Points" - straight, curved and three way Crossings, double slips - with only one motor Flexible Rack-Rail, Reverse loop set Turntables, Roundhouses
- * Full colour Track plan books
- * Track stencil for individual layout planning

BE ON THE RIGHT TRACK

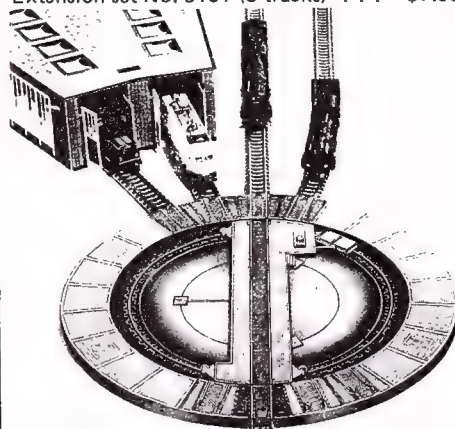
WITH FLEISCHMANN'S
UNIQUE "PROFI-TRACK"
the most COMPLETE HO and N.
2 rail DC systems in the world.



N GUAGE Manual Turntable No. 9150

Ready-to-run Turntable has 5 exit tracks. With use of extension set can be built up to 24 tracks. Outer Ø 222mm. Table is 165mm. Current to each track is automatically switched by rotating table.

PRICE Only \$29.82, plus post \$1.50
Extension set No. 9151 (3 tracks) . . . \$7.05



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Caseys Toyworld, Gosford
Corrimal Model Centre, Corrimal
Hobbyco, Sydney
Hobbyland, Drummoyne
Jordal Hobbies, Chatswood
Micro Model Shop, Hornsby
Model Railway Centre, Gympie
Northside Hobbies, Carlingford
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Paulmacks Hobbies, Warilla
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Model Railroad Supplies, Brisbane

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MODEL RAILOLOGISTS

SOLE VICTORIAN AGENT
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**AUSTRALIAN OUTLINE BRASS
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Puffing Billy Models

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REALISTIC CASTINGS



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BROAD GAUGE BODIES
KITS & DECALS. FULL RANGE.
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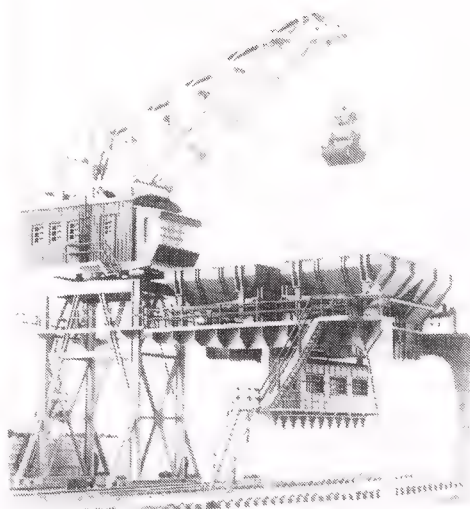
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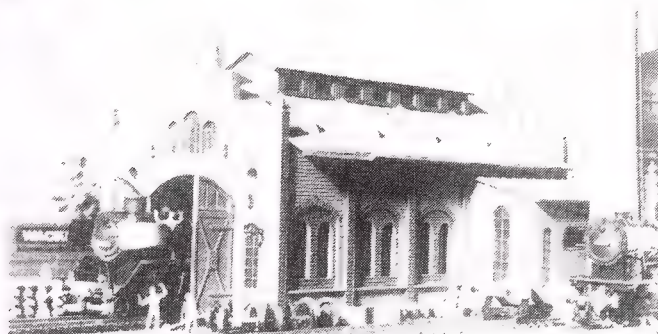


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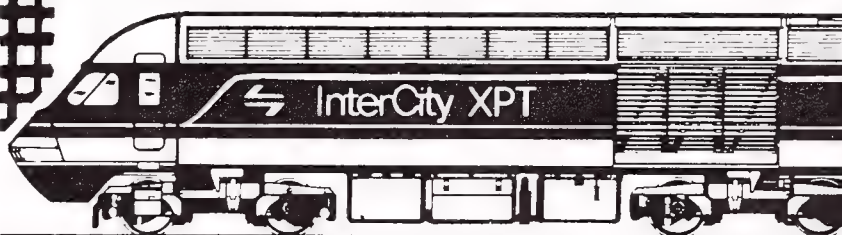
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Ask about OUR HO 40 CLASS as reviewed in the April edition of Australian MODEL RAILWAY Magazine.

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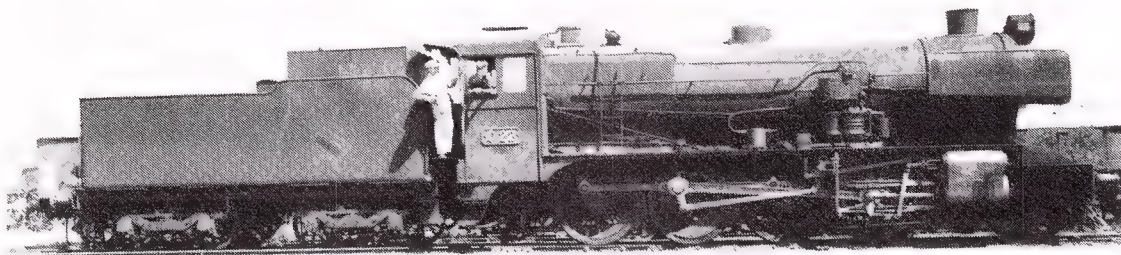
Saturday 9.00am to 4.00pm. Sunday & Monday 10.00am to 3.00pm.

We will be closed the weekend of October 19th & 20th.

We apologise for any inconvenience.

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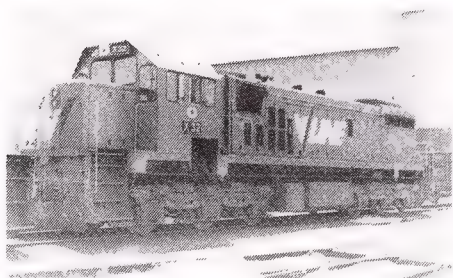
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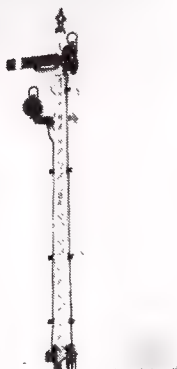
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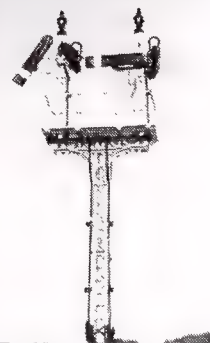
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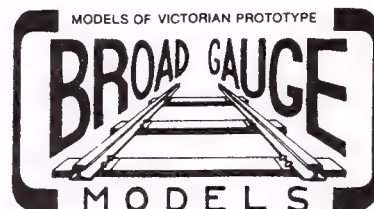
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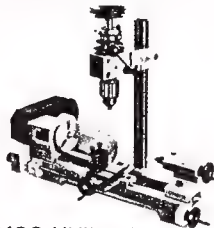
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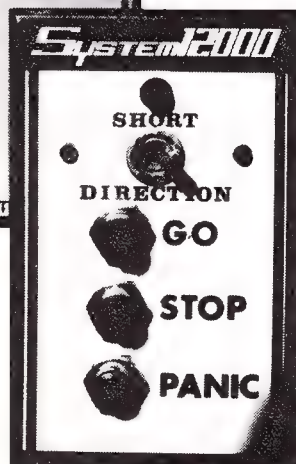
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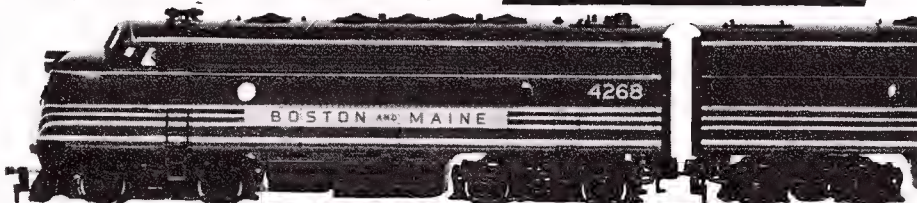
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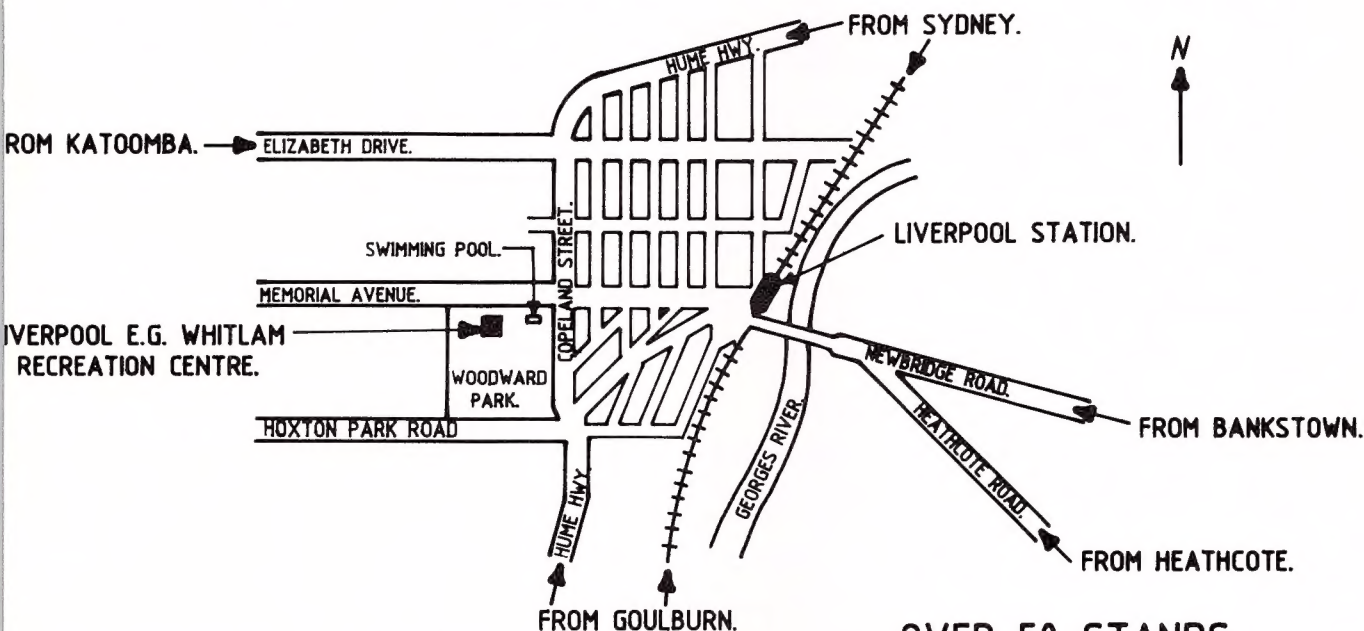
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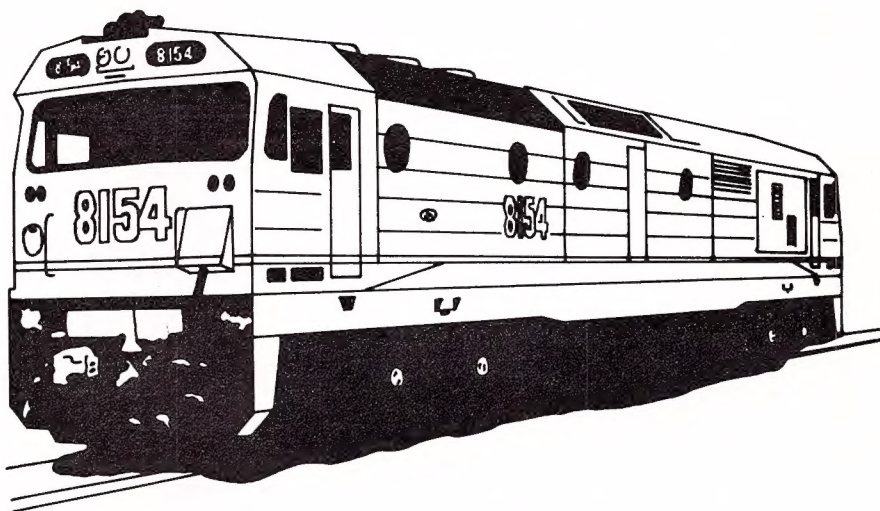
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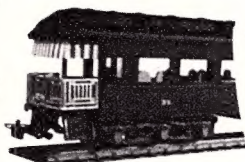
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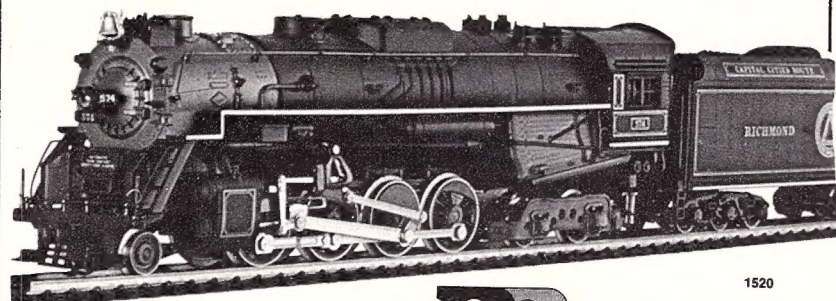
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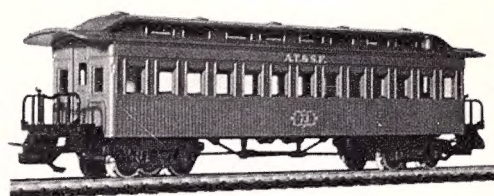
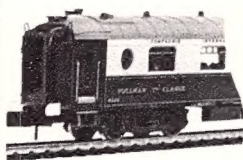
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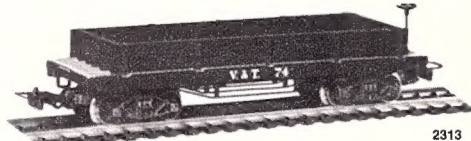
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